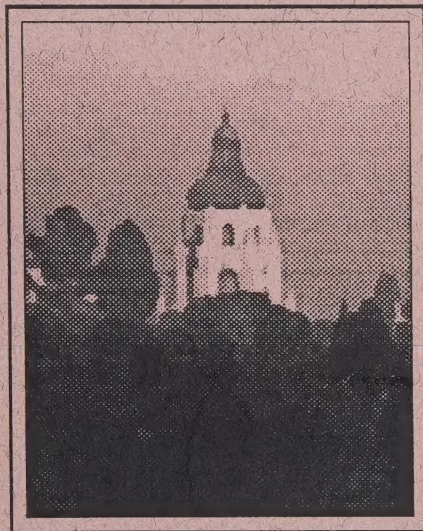


CITY OF PASADENA

DRAFT



GENERAL
PLAN

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This is one of three documents.

The other two documents --
the Technical Appendices and the summary "Imagine a Greater City" --
may be obtained by calling (818) 405-4206.

DRAFT GENERAL PLAN



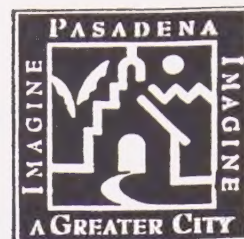
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The following elements are or will be part of the Comprehensive General Plan.

IV. HOUSING ELEMENT: Adopted by the City Council on July 25, 1989, to be updated in 1994.

V. OTHER GENERAL PLAN ELEMENTS: The following General Plan Elements will be examined for consistency with the Land Use, Mobility and Housing Elements prior to the adoption of the final Land Use and Mobility Elements in FY 94.

GREEN SPACE ELEMENT

CONSERVATION ELEMENT

NOISE ELEMENT

SAFETY ELEMENT

ECONOMIC DEVELOPMENT & EMPLOYMENT ELEMENT

HUMAN SERVICES & HEALTH ELEMENT

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VISION STATEMENT

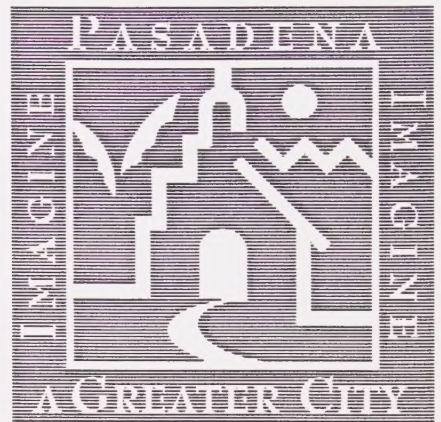
Pasadena is a great city -- a diverse and beautiful community. From the beginning, Pasadena has been a city that believed in the future.

Pasadena is world-famous for our architectural landmarks and world-renowned institutions and events. We have become a regional economic, cultural and educational center, employing close to 100,000 people. We cherish our historic character, especially our distinct residential neighborhoods, each with their own special identity. We have a tradition of citizen activism, dedicated to protecting our quality of life. But we also are a changing urban community faced with harsh challenges of poverty, pollution and economic competition.

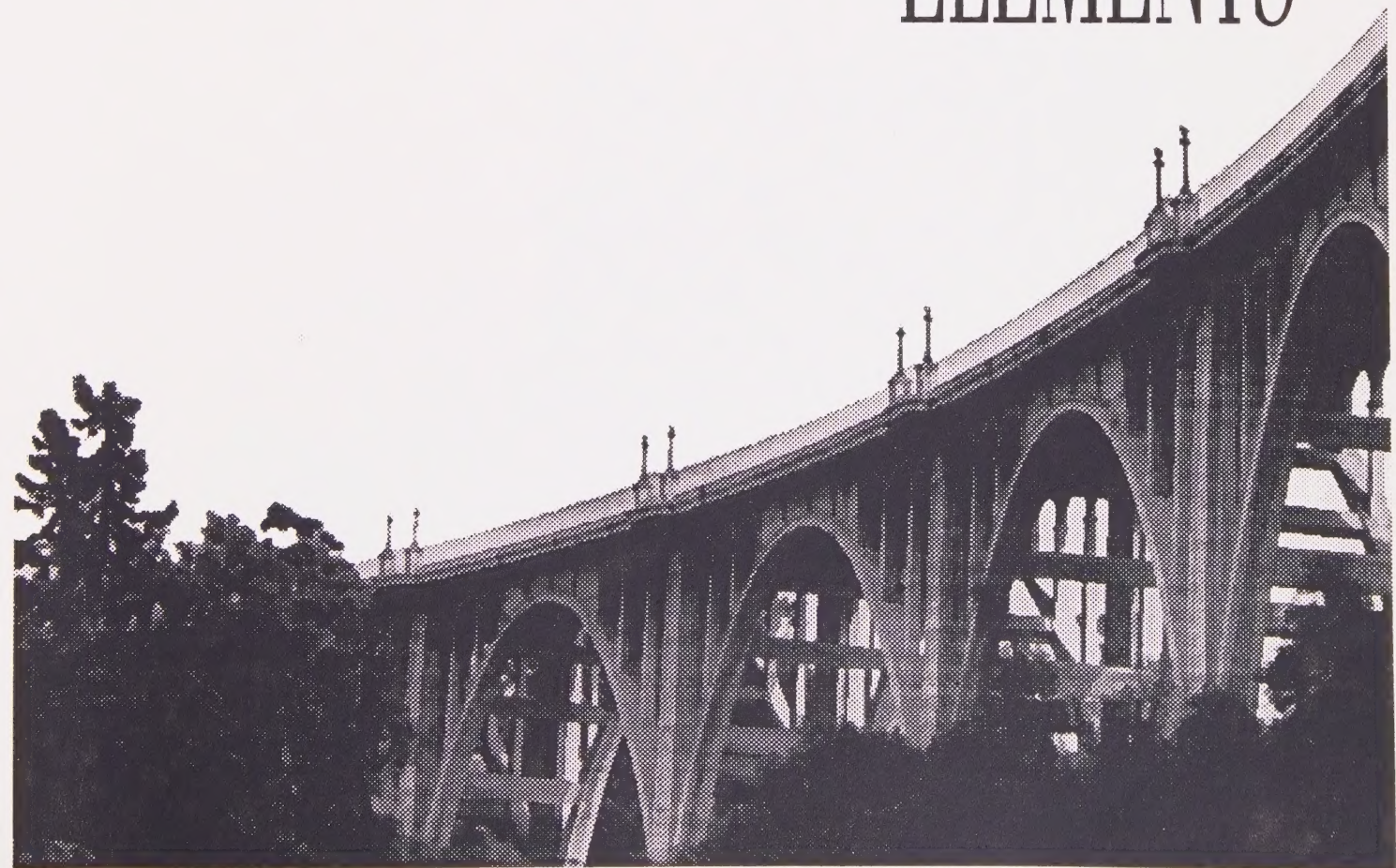
This Draft General Plan is our new vision for achieving a greater city in the years ahead. This plan affirms -- and reaffirms -- the values of our community. These values are embodied in the General Plan's Seven Guiding Principles:

1. **Growth will be targeted to serve community needs and enhance the quality of life.** Higher-density development will be redirected away from our neighborhoods and into our downtown and along major transit corridors to create an exciting urban core with diverse economic, housing and cultural opportunities. The targeted growth areas will also include open spaces, green belts and urban parks.
2. **Change will be harmonized to preserve Pasadena's historic character and environment.** Citywide design principles will be established so that new development blends with the old; historically and architecturally significant buildings will be preserved; new public spaces will be acquired; and we will act as stewards of our natural environment.
3. **Economic vitality will be promoted to provide jobs, services, revenues and opportunities.** A diverse economic base with jobs for Pasadena residents will be promoted; existing businesses will be encouraged to stay or expand; affordable housing will be provided for the labor pool; the continued fiscal health of the city will be ensured.
4. **Pasadena will be promoted as a healthy family community.** Safe, well-designed, accessible and human-scale residential and commercial areas will be provided where people of all ages can live, work and play including neighborhood parks, urban open spaces and the equitable distribution of public and private recreation facilities. Human services will be coordinated and made accessible to those who need them.
5. **Pasadena will be a city where people can circulate without cars.** Specific plans in targeted development areas will emphasize mixed uses, pedestrian activity and transit; public and private transit will be made more available; neighborhood centers and urban villages will be promoted to reduce the need for auto use.
6. **Pasadena will be promoted as a cultural, scientific, corporate, entertainment and educational center for the region.** Long-term growth opportunities will be provided for existing institutions; a healthy economy will be fostered to attract new cultural, scientific, corporate, entertainment and educational institutions.
7. **Community participation will be a permanent part of achieving a greater city.** Citizens will be provided with timely and understandable information on planning issues and projects; citizens will directly participate in shaping plans and policies for the city's future.

COMPREHENSIVE



GENERAL PLAN
ELEMENTS



I. THE COMPREHENSIVE GENERAL PLAN ELEMENTS

A. BACKGROUND

California law requires each city and county to adopt a comprehensive, long-term, internally consistent general plan. The law requires that, at a minimum, the general plan identify issues and provide policies for seven broad areas, called "elements": land use, circulation, housing, open space, conservation, noise and safety. The law permits other issues to be addressed, either within the required elements or as additional ones. The law requires that day-to-day decisions of a city follow logically from and be consistent with the General Plan.

General plans provide the overall framework for translating broad community values and expectations into specific strategies for managing growth and enhancing the quality of life. Also, general plans contain estimates of future population, housing and employment which serve as the basis for infrastructure and service planning. As underlying assumptions change and events unfold, general plans should be regularly reviewed and updated so they remain realistic documents to achieve the community's vision.

B. The City of Pasadena Comprehensive General Plan Program

The City of Pasadena's General Plan has not been comprehensively updated since 1976. In 1989, the voters approved the Growth Management Initiative (GMI), which placed annual caps on the amount of residential and nonresidential development which could be approved, and required projects not exempt from the initiative to compete with other projects in order to obtain a development allocation. Some exemptions from GMI are: affordable housing, housing in redevelopment areas, non-residential development in Northwest Pasadena, and development pursuant to the Civic Center Master Plan. Several organizations filed a lawsuit against GMI and, in 1991, the Court approved an out-of-court settlement. The settlement required that GMI be placed on the November, 1992 ballot to consider it for repeal and, in the meantime, the City would revise the Land Use and Circulation (Mobility) elements of the General Plan, to guide development in Pasadena.

The 1992 Comprehensive General Plan Revision Program is a direct response to the growth management issues which preoccupied the City during much of the 1980's. The central philosophy of the revision program was to develop a unified vision for the future of the City, one which is shaped and driven by community values and reflects the input of Pasadena residents.

The foundation of the revision program was an extensive and far-reaching community outreach program. Using a variety of techniques and media, the outreach program aimed to simultaneously educate the public on planning issues and provide numerous opportunities for active participation. Spanning a seven-month period, nearly 2,000 residents attended over 30 forums, workshops and speakers events; in addition, three newsletters were mailed to over 65,000 households and businesses.



In 1886 the City of Pasadena incorporated.

Detailed summaries of the community outreach program can be found in the Technical Appendices. The major issues and findings which were identified are listed below:

- **Pasadena residents favor open space preservation** and acquisition of parks where possible.
- They are opposed to uncontrolled growth, but favor **targeted growth** that serves community needs and enhances the quality of life.
- Residents feel strongly about **preserving Pasadena's character and scale**.
- **Economic development in the Northwest** area of the city is especially desired. Residents want housing renovation, and development of neighborhood-serving retail and light manufacturing (distributed throughout the city).
- **Mixed use development** is strongly favored. Residents would like to see mixed use development nodes served by transit along Colorado Boulevard and the addition of housing to the urban core.
- Pasadena desires the **preservation of historic buildings** through housing renovation and adaptive reuse of commercial structures.
- **Additional housing** is needed, especially two- and three-bedroom single-family homes and high-quality multi-family housing.
- **More affordable housing** is needed in Pasadena and should be distributed equitably throughout the city. **Senior housing** is also needed at a variety of income levels.
- Residents favor some retail, office, light industrial and manufacturing development in several areas of the city to promote the **creation of jobs and revenues**.
- To serve as a gateway to the community, **East Pasadena should be upgraded** through the addition of mixed use development and light industrial and manufacturing uses. **East Colorado Boulevard** should be given special attention.
- The **design quality** of new development is important, including scale, appropriateness of style and the materials used.
- **Community services and facilities**, such as police substations, health services, teen centers and libraries need to be increased in the Northwest, and additional child care and adult day care centers are needed citywide.

The name, Pasadena, formally adopted in 1885. The name is derived from the Chinook language and means "Crown of the Valley" or "Valley Between Two Hills".

These major themes were synthesized into the Guiding Principles, which represent the overall framework for developing, interpreting and implementing the Comprehensive General Plan. These Principles are as follows:

Growth Will be Targeted to Serve Community Needs and Enhance the Quality of Life.

Change Will be Harmonized to Preserve Pasadena's Historic Character and Environment.

Economic Vitality Will be Promoted to Provide Jobs, Services, Revenues and Opportunities.

Pasadena Will be Promoted as a Healthy Family Community.

Pasadena Will be a City Where People can Circulate Without Cars.

Pasadena Will be Promoted as a Cultural, Scientific, Corporate, Entertainment and Educational Center for the Region.

Community Participation Will be a Permanent Part of Achieving a Greater City.



Throop University, later called Caltech, was founded in 1891.

The first phase of the General Plan Revision Program will focus on the Land Use and Mobility elements. However, it is recognized that the community outreach program identified issues and concerns which go beyond these two elements. The City will update and revise the remaining elements of the General Plan to respond to these issues and to attain internal consistency with the new Land Use and Mobility elements concurrent with the environmental documentation for Land Use and Mobility.

C. ORGANIZATION OF THE GENERAL PLAN ELEMENTS

The Comprehensive General Plan Revision Program will result in a reorganized General Plan document. The 1976 General Plan contains 16 elements; in addition, the Growth Management Initiative is an element of the General Plan.

The reorganized Comprehensive General Plan will be reduced to the seven elements required by State law (Land Use, Mobility, Housing, Open Space, Conservation, Noise, and Safety) plus an eighth element devoted to economic development and employment issues and a ninth element dealing with human services and health. Issues which were dealt with in the remaining elements will be consolidated into a mandatory element as follows:

EXISTING GENERAL PLAN

Land Use
Circulation
Housing
Open Space
Conservation
Noise
Seismic and Safety
Urban Design
Public Facilities
Historical/Cultural
Cultural/Recreational
Economic Development
and Employment
Social Development
Neighborhood Enhancement
Scenic Highways
Energy
Growth Management

REVISED GENERAL PLAN

Land Use
Mobility
Housing
Green Space
Conservation
Noise
Safety
Land Use
(To Be Deleted)
Conservation
Green Space, Arts & Cultural
Economic Development
and Employment
Human Services and Health
Housing
(To Be Deleted)
Conservation
Land Use; Mobility;
Conservation; Green Space;
Economic Development and
Employment

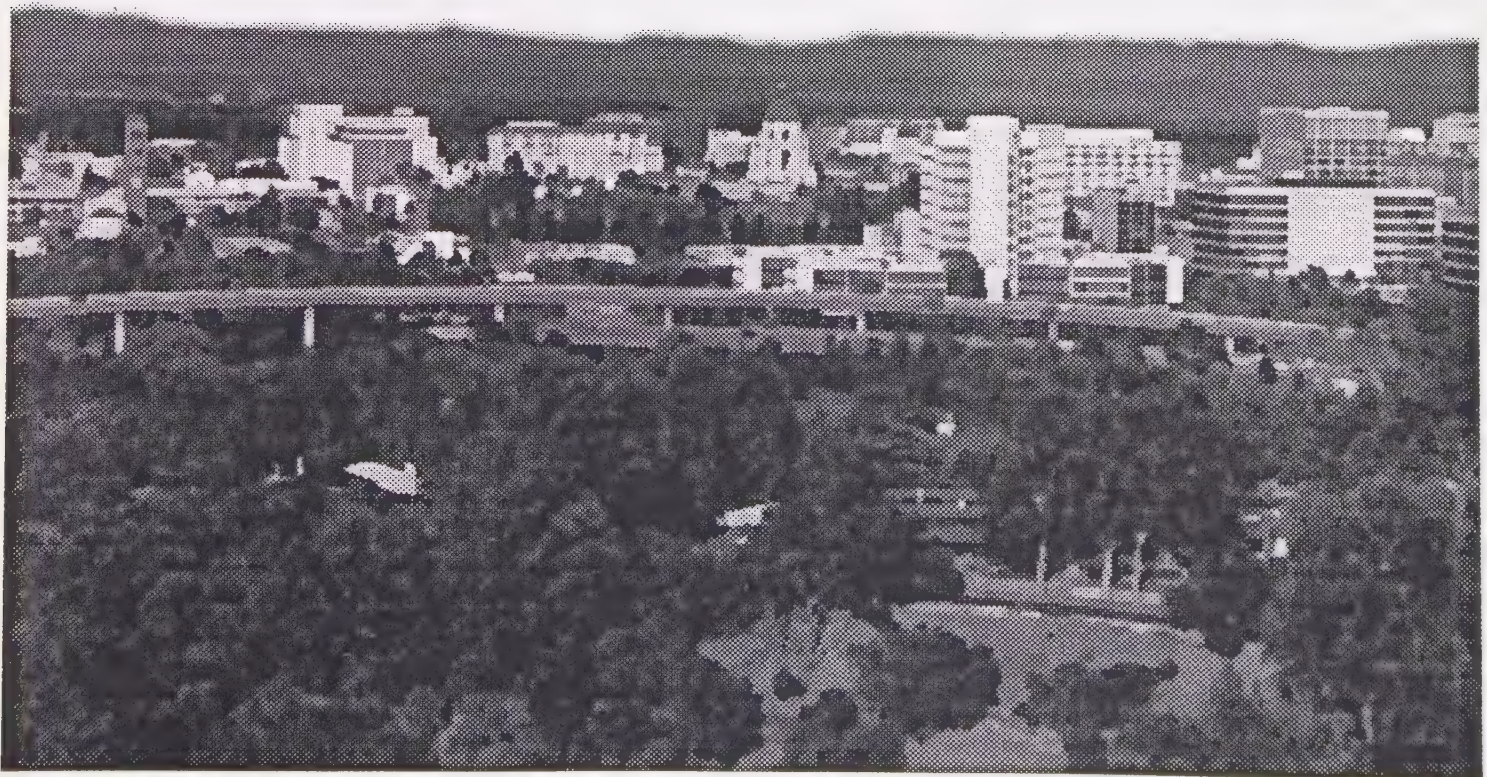


The Colorado Street Bridge was constructed in 1913 uniting both sides of the Arroyo Seco.

LAND USE



ELEMENT



II. LAND USE ELEMENT

A. OVERVIEW



The Land Use Element targets higher density development into specific areas in order to protect residential neighborhoods and to create mixed use urban environments oriented to transit and pedestrian activity. This targeted development will be of high quality and reflect the historic scale and character of Pasadena while ensuring the continued vitality of Pasadena's economy.

The Land Use Element advocates several strategies for targeting growth. **Specific plans** determine precise land use patterns, zoning, setbacks, and design within defined boundaries. Specific plans will be used in six major targeted development areas: The Central District; West Gateway; South Fair Oaks Biomedical Center; East Colorado Boulevard; East Pasadena; and North Lake. All six areas will emphasize their linkages to transit by clustering mixed use projects near light rail stations and along Lake Avenue and Colorado Boulevard. Each specific plan area will have a different overall focus. For example, the Central District's role as the city's urban core will be strengthened by encouraging urban villages, live-work spaces, in-town housing and cultural and entertainment opportunities. East Pasadena seeks to enhance the city's job base by providing land reserved for light industrial uses. The Land Use Element outlines the objectives for each specific plan area and defines the amount and mix of land uses that will be allowed.

In addition, **redevelopment areas** will absorb sufficient development to accomplish the objectives which have been established for these areas. The redevelopment areas which are located in Northwest Pasadena include Fair Oaks, Lincoln Avenue, Villa Parke and Lake/Washington and are supported by the General Plan. The Land Use Element also supports the continued implementation of the **Northwest Enterprise Zone Program** to encourage the retention and expansion of existing businesses and the creation of jobs for Pasadena residents.

Finally, the potential for development in other parts of the city will be reduced through **rezonings** to enhance and encourage the status of the targeted development areas as the preferred location for growth. To reinforce the priority of the need for affordable housing, it is encouraged throughout the City by exempting it from limits on residential growth.

Targeted development will not compromise the quality of life. The Land Use Element contains policies to provide safe and well-designed public spaces, preserve the city's heritage, ensure the accessibility of human services, and foster our stewardship of the natural environment. The community residents are encouraged to actively participate in decisions that effect them, including land use policy and specific development proposals.

BACKGROUND

California law requires the Land Use Element to designate the proposed general distribution and general location and extent of the uses of land for various categories of private and public uses, and provide building intensity and population density standards. The Land Use Element consists of objectives, policies and a diagram which, taken together, comprise a unified set of policies for future growth and development.

As required by law, the Comprehensive General Plan Revision Program will result in a Land Use Element that is internally consistent with the other elements of the City of Pasadena's Comprehensive General Plan, including the recently revised Housing Element (1989). In particular, the Land Use Element establishes a development pattern and densities which support the Mobility Element's strategies for reducing reliance on the automobile, and sets aside a supply of land of varying densities for increasing the potential for affordable housing, directs growth away from neighborhoods and historic resources, and provides for an urban core with a wide variety of mixed uses and activities.

Existing Land Use

Nearly 58% of Pasadena's acreage is devoted to residential uses of varying densities. An additional 9% of the land is allocated to commercial uses, including offices, restaurants and retail stores. Only 2% of the land is used for industrial purposes, such as manufacturing and warehousing. The remaining 31% of the land is distributed among open space/parks, institutional uses, or is vacant.



Approximately 800 acres, or 7% of the total land in the city, is currently vacant or used for surface parking. However, some 400 of these acres are in the hillside areas of the City and may not be easily developable due to topographical constraints. Therefore, absorbing new development and growth will largely involve redeveloping underutilized parcels and renovation of existing structures. This is due to the fact that Pasadena is primarily a "built-out" city.

Population and Demographics

Pasadena's total population grew during 1970-1990 from 113,327 to 131,591 people. Nearly three-fourths of that increase occurred between 1980 and 1990. The population increased by 13,041 people, or 11% for the decade.



The 1990 Census revealed four significant trends: the total population grew; the proportion of those in their early working years increased significantly; the diverse racial and ethnic mix became more balanced; and household sizes increased.

Based on Pasadena's growth during 1970-1990, a population of 152,798 may be projected for the year 2010, an increase of 16 percent over the 1990 population. The Southern California Association of Governments (SCAG) projects a population of approximately 21 million people in 2010 for the six counties in the region, an increase of approximately 43 percent over the 1990 population.

Housing



Since 1970, Pasadena's housing mix has shifted gradually from single-family to multi-family. Single-family homes have decreased both in total number and as a percentage of total housing. At the same time, there was a significant increase in multi-family dwellings, particularly developments containing five or more units per structure. This trend is expected to continue given land values, the lack of buildable land for single-family homes, and the serious shortage of housing.

If housing production continues at the rate of the 1970-1990 period, Pasadena will have 59,136 units in 2010, an increase of 12 percent over 1990. SCAG projects an increase of 32 percent in housing units during the same period for Los Angeles County, and of 45 percent for the six-county region.

Employment



Employment projections for the region and local area are extremely variable due to the restructuring of the national economy. In addition, accurate information concerning local employment totals is not presently available. It is estimated that 1990 employment in Pasadena totaled 95,170 jobs, based on the floor area of Pasadena structures available for non-residential use. Pasadena will provide 127,108 jobs in 2010, if non-residential development continues as projected in this Element. SCAG estimates that there were 4,640,681 jobs in Los Angeles County in 1990. The SCAG forecast for Los Angeles employment in 2010 is 5,699,072 jobs.

State and Regional Planning Efforts



Pasadena's local planning efforts must be responsive to various undertakings designed to improve regional and statewide growth management coordination. SCAG is presently revising the Regional Comprehensive Plan (RCP), which includes elements governing regional mobility, housing, air quality and growth management, among others. The new Strategic Element will contain broad regional goals and operating principles and strategies. The Regional Comprehensive Plan will address the distribution of growth, both housing and employment, within the SCAG region. Development projections adopted by the City of Pasadena should be consistent with those given in the RCP, though RCP projections may not be available prior to the adoption of Pasadena's Land Use and Mobility Elements. SCAG will adopt the revised RCP late in 1993.

The regional Air Quality Management Plan (AQMP) was approved by the Southern California Air Quality Management District and the SCAG in a joint meeting on March 17, 1989. The AQMP is a comprehensive control program that will bring the basin into compliance with all state and federal air quality standards. One of the provisions of the AQMP is that cities must address air quality issues in their general plans either by preparing a separate air quality element or by incorporating programs into other elements of their general plans. The City of Pasadena has joined with the other members of the West San Gabriel Valley Planning Council to prepare

a subregional AQMP. The deadline for approval of a local AQMP is December 31, 1992.

In terms of mobility, Pasadena must coordinate with various regional transportation agencies including the California Department of Transportation (CALTRANS), Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (SCRTD), South Coast Air Quality Management District (SCAQMD), the Tri-Cities Transportation Coalition and the San Gabriel Valley Coalition in addition to adjoining municipal jurisdictions and the County of Los Angeles.

In recognition of the regional aspects of growth management, legislation is being considered by the governor and the state legislature to address this important issue. Pasadena will continue to manage local growth through the General Plan in a manner consistent with state and regional policies.



In 1924, the cornerstone of the new Community Playhouse on South El Molino was laid. In 1937, the California State Legislature designated the Pasadena Playhouse as the official State Theatre.

LAND USE ELEMENT



OBJECTIVES &
POLICIES



B. OBJECTIVES AND POLICIES

This section calls out the City's land use objectives and policies as they relate to each of the seven Guiding Principles of the General Plan. In conjunction with the Land Use Diagram, these objectives and policies are designed to ensure consistent interpretation of the General Plan, and to provide a focus for citywide decision making.

GROWTH WILL BE TARGETED TO SERVE COMMUNITY NEEDS AND ENHANCE THE QUALITY OF LIFE

Pasadena can absorb growth and still remain a healthy and vibrant community if this growth is managed and is in areas that can best accommodate it. The key is to target and concentrate appropriate growth into our downtown and along our major transit corridors such as the proposed light rail line, to create vibrant, pedestrian-oriented urban environments.

Targeting of the type and location of new growth allows us to enhance areas of the city that need improvement such as the Northwest and East Colorado Boulevard and add needed jobs and housing without increasing traffic or intruding on neighborhood quality of life. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities.

A variety of types of development are necessary to Pasadena's future. In every case, however, the city expects the quality of development to reflect Pasadena's history and image.

The proposed light rail line connecting Pasadena to Los Angeles and to other destinations throughout the Los Angeles basin, provides an opportunity to target new development to accessible locations. The Central District and other targeted development areas are located near the stations or along the light rail route and will absorb development, jobs and housing that is beneficial to immediate neighborhoods and to the whole city.

Affordable housing is a significant community need, one which shapes the quality of life. Present and future residents of Pasadena, like people throughout the region, need housing affordable at a variety of income levels. Though nearly all of the City's supply of rental housing is priced below the top of the moderate (middle)-income rental range, nearly half of the city's renters, and especially those with low and very low incomes, now pay more than 30 percent of their incomes for rent. To meet the housing needs, housing will be targeted at many of the transit stations and in the downtown, while affordable housing will be distributed throughout the city.

OBJECTIVE 1 - TARGETED DEVELOPMENT: Direct higher-density development away from Pasadena's residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing, cultural and entertainment opportunities.

Policy 1.1 - Targeted Development Areas: Geographical areas have been identified where the bulk of future economic development is to occur.

Policy 1.2 - Specific Plans: For identified targeted development areas, as a principal implementation tool, utilize Specific Plans containing development standards, distribution of land uses, infrastructure requirements and implementation measures.

Policy 1.3 - Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby creating transit oriented development "nodes" and encouraging pedestrian access.

Policy 1.4 - Mixed Use: Authorize and encourage Mixed Use development in targeted areas, including in-town housing, live-work spaces, and in-town commercial uses.

Policy 1.5 - Urban Villages: Authorize and encourage Urban Villages where appropriate and feasible in the urban core.

Policy 1.6 - Neighborhood Commercial: Encourage the provision of businesses that serve residents within walking distance of homes.

Policy 1.7 - Neighborhood Centers: In order to provide a focus and community center for neighborhoods, encourage the clustering of community-oriented services and amenities in and near residential neighborhoods, including schools, branch libraries, open space and parks including "tot lots", and limited neighborhood commercial uses.

Policy 1.8 - Northwest Pasadena: Revitalize Northwest Pasadena by implementing the Northwest Enterprise Zone and the Northwest Community Plan.

Policy 1.9 - Other Geographical Areas: Limit development outside targeted development areas.

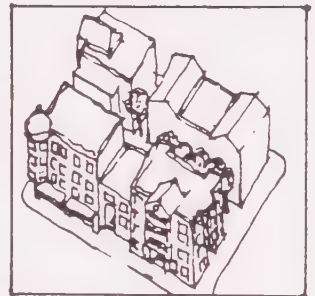
Policy 1.10 - Capital Improvements: Approve new City capital improvements consistent with concentrated development under Specific Plans for targeted development areas, while emphasizing maintenance and upgrades in areas outside targeted areas.

OBJECTIVE 2 - OPEN SPACE: Preserve and acquire open space in targeted development areas and residential areas of the City in order to enhance the quality of Pasadena life.

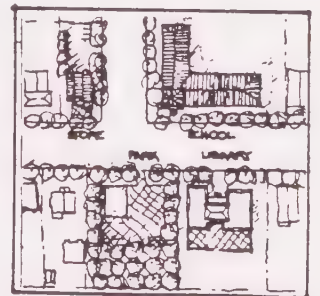
Policy 2.1 - Neighborhood Parks: Preserve, enhance and acquire parks in residential areas, with emphasis on planning for and locating parks within walking distance of multi-family housing.



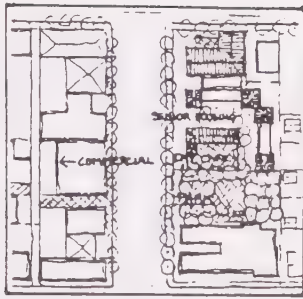
MIXED USE



URBAN VILLAGE



NEIGHBORHOOD CENTER



URBAN PARKS

Policy 2.2 - Urban Parks: Continue and complete efforts to enhance Central Park and Memorial Park.

Policy 2.3 - Urban Open Spaces: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas, into public improvements and private projects.

OBJECTIVE 3 - AFFORDABLE HOUSING: Encourage the retention and creation of affordable housing throughout Pasadena by providing sufficient land and densities to develop new affordable housing.

Policy 3.1 - Exemption for Affordable Housing: Allow development of residential units exceeding targeted development area if the units are ownership units affordable to moderate, low and very low income households or rental units affordable to low or very low income households.

Policy 3.2 - Density: Increase densities in certain areas, including Mixed Use and Urban Village areas, to encourage the production of affordable housing - ownership units affordable to moderate, low and very low income households or rental units affordable to low or very low income households.

OBJECTIVE 4 - LIMITED DEVELOPMENT: Development citywide shall be limited to the building intensity levels established in this Element.

Policy 4.1 - Zoning: Establish zoning designations and standards which are consistent with the Citywide intensity standards established in this Element.

Policy 4.2 - City Priorities: New development projects shall provide the land uses identified as City priorities in this Element.

**CHANGE WILL BE HARMONIZED
TO PRESERVE PASADENA'S
HISTORIC CHARACTER AND ENVIRONMENT**



The principle of harmonizing change and preserving the existing environment is of tremendous importance to Pasadena residents. Harmonizing change requires that new development and other physical alterations respect the existing character and scale of the city. Change and development must be accomplished in a fashion that enhances and blends with Pasadena's existing qualities, both physical and social. Regardless of style, new development should be carefully and sensitively designed.

Development should respect existing social fabric as well as the natural and built environment. Housing should be provided not only for future residents of Pasadena but also for present residents and their families.

Open spaces and streets should be as carefully designed and preserved as buildings. The city's public spaces are as important to its citizens as its buildings. Priority should be given to updating the Open Space Element. It will become the Green Space Element of the General Plan, addressing urban open spaces, urban forestry, parks, and natural areas and reflecting the concerns and desires of the residents.

OBJECTIVE 5 - CHARACTER AND SCALE OF PASADENA:

Preservation of Pasadena's character and scale, including its traditional urban design form and historic character, shall be given highest priority in the consideration of future development.

Policy 5.1 - Urban Design Principles: Apply city-wide urban design principles to complement the scale and quality of the best of our architectural and urban design traditions.

Policy 5.2 - Urban Design Guidelines: Adopt urban design guidelines for each targeted development area and/or each identifiable design district in Pasadena.

Policy 5.3 - Character and Identity: Urban design programs, including principles and guidelines, shall reinforce the City's unique character, scale and identity.

Policy 5.4 - Neighborhood Character and Identity: Urban design programs, including principles and guidelines, shall recognize, maintain and enhance the character and identity of existing residential and commercial neighborhoods.

Policy 5.5 - Architectural and Design Excellence: The City shall actively promote architectural and design excellence in buildings, open space and urban design and shall discourage poor quality development.

Policy 5.6 - Human Values: Future development should reflect concern for the well-being of citizens - for workers, visitors, neighbors and passersby - and should embody the cultural values of the community; it should be accommodating, inspiring, inviting, and enduring.

Policy 5.7 - Enhanced Environment: Development should be shaped to improve the environment for the public; it should support the distinctiveness of the locality and region as well as the special characteristics of the existing fabric of the site's immediate surroundings.

Policy 5.8 - Imagination and Creativity: Encourage creative responses and solutions at many scales and levels of development on the part of the various peoples and cultures involved in designing and creating places.

Policy 5.9 - Contextual and Compatible Design: Urban design programs shall ensure that new development shall respect Pasadena's heritage by requiring that new development respond to its context and be compatible with the traditions and character of Pasadena, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.

Policy 5.10 - Spatial Attributes: Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sightlines and important "gateways" into the City.

Policy 5.11 - Public Awareness: Promote a greater public awareness of the architectural, urban design and cultural heritage of the City.



Constructed in 1908, the Gamble House was designed by the architectural firm, Greene and Greene.

OBJECTIVE 6 - HISTORIC PRESERVATION: Promote preservation of historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas.

Policy 6.1 - Historic Inventory: Identify, document and evaluate the significance of individual historic and cultural resources and districts by conducting a Citywide historic resource survey and continuing the City's long-range program of conducting intensive surveys of the City's historic neighborhoods.

Policy 6.2 - Protection of Historic and Cultural Resources: Adopt new legislation to protect historic and cultural resources according to levels of significance and include provisions to deter the demolition of historically, architecturally and culturally significant structures.

Policy 6.3 - Adaptive Reuse: Encourage and promote the adaptive reuse of Pasadena's historic resources.

OBJECTIVE 7 - RESIDENTIAL NEIGHBORHOODS: Preserve the character and scale of Pasadena's established residential neighborhoods.

Policy 7.1 - Mansionization: Ensure that all new development in residential neighborhoods discourages mansionization.

Policy 7.2 - Subdivisions: Where subdivision of existing lots is proposed, provide that the resultant lots in the proposed subdivision are consistent with the prevailing size and character of lots in the immediate vicinity, and that the subdivision would not have a substantial adverse impact on adjacent residences.

Policy 7.3 - Unimproved Streets: No development on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.

Policy 7.4 - Infrastructure Improvements: Continue to implement capital improvements which will maintain or rehabilitate infrastructure, including improvements related to upgrading the water supply system and sewer system.

Policy 7.5 - Zoning Code Enforcement: Upgrade and improve zoning code enforcement in residential neighborhoods.

Policy 7.6 - Hillside: In recognition of the special character of the hillsides throughout the City, continue strict protections through city grading and hillside ordinances.

OBJECTIVE 8 - HOUSING SUPPLY: Encourage retention of Pasadena's existing supply of affordable housing.

Policy 8.1 - Second Unit: Support retention of existing units in specified zoning districts by allowing development of a single additional unit on a lot.

Policy 8.2 - Replacement of Affordable Housing: Mitigate the loss of existing affordable housing units by requiring applicants for certain projects to replace affordable housing demolished for new construction.

OBJECTIVE 9 - OPEN SPACE PRESERVATION AND ACQUISITION: Preserve and acquire open space in Pasadena in order to enhance the quality of Pasadena life.

Policy 9.1 - Open Space Corridors: Development of open space corridors, easement and acquisition programs and trails shall be established where feasible.

Policy 9.2 - Arroyo Seco: Continue and complete comprehensive planning for, and implementation of, plans for the Arroyo, including restoration of the natural area of the Lower Arroyo and the development of the Devil's Gate Dam Multipurpose Project.

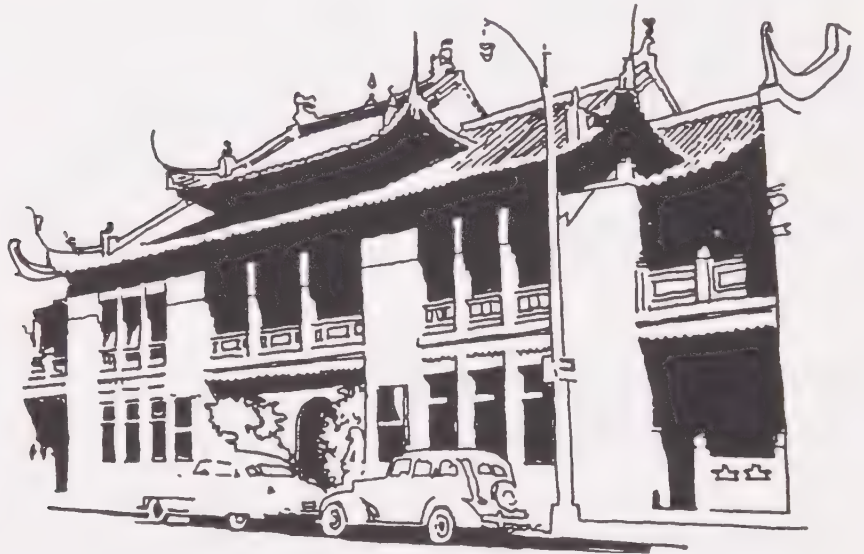
Policy 9.3 - Eaton Canyon: Identify and continue protection of Eaton Canyon as an open space and recreation area, and as a nature center.



During the 1890's the Hotel Green was a social and cultural center and included the annual dinner of the Valley Hunt Club amongst its events.

Policy 9.4 - Adequate Open Space: Provide an adequate total quantity and equitable distribution of public or publicly accessible open spaces throughout the City.

Policy 9.5 - Stewardship of the Natural Environment: Encourage and promote the stewardship of Pasadena's natural environment, including water conservation, clean air, natural open space protection, and recycling. Encourage the use of native, water conserving and regionally appropriate landscaping.



Designed by the leading architectural firm of Marston, Val Pelt and Mayberry, the Pacific Asia Museum was begun in 1924 to house Grace Nicholson's Asian art collection and display other art. The building is in the traditional Imperial Palace courtyard style of the National Arts Gallery in Taiwan and the Palace of Fine Arts in Beijing.

**ECONOMIC VITALITY WILL BE PROMOTED
TO PROVIDE JOBS, SERVICES,
REVENUES, AND OPPORTUNITIES**



Pasadena's quality of life depends in part on services provided by the city. The city addresses not only the need for health and safety but also the desire for well-kept neighborhoods and for services such as the library and recreation programs. A constrained fiscal environment requires that the city support a vigorous business community if services are to be delivered at their current level. Existing businesses must be maintained and allowed to expand; new businesses should be attracted.

Economic vitality in the city provides various benefits, including employment opportunities, to the residents of Pasadena. Employment opportunities result both from new development and from retention of existing businesses. Many of Pasadena's residents remain unemployed or underemployed because their skills do not match the existing jobs. In addition, many residents with advanced training and expertise commute to remote employment destinations. Pasadena should continue to serve as an employment center for the subregional area, but opportunities should be added for local residents.

OBJECTIVE 10 - DIVERSE ECONOMY: Pasadena shall promote a diverse economic base that serves local residents by providing jobs, by providing city revenues, by enhancing our dynamic social and cultural life, and by meeting the needs of international competition.

Policy 10.1 - Targeted Development Areas: Target new development into the urban core, the Northwest Enterprise Zone, along East Colorado, and into other specific growth areas.

Policy 10.2 - Transit Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors to maximize transit use by local businesses and employees.

Policy 10.3 - Business Expansion and Growth: Support the continuation or expansion of existing businesses in harmony with their surroundings and provide new spaces for growth and changing business requirements.

Policy 10.4 - Enterprise Zone: Revitalize Northwest Pasadena by implementing the Northwest Enterprise Zone program and the Northwest Community Plan.

Policy 10.5 - Industrial Businesses: Promote industrial development by protecting existing industrial districts and encouraging new industrial employers, and by restricting Industrial (IG) zoning districts to industrial businesses and ancillary retail and service activities, including, but not limited to restaurants and child care.

Policy 10.6 - New Business: Recruit new businesses to provide retail and other services, and employment and other opportunities for Pasadena residents and visitors.

Policy 10.7 - Streamlining: Provide a more stable and sound environment for investment and business decisions by reducing uncertainty and streamlining the land use entitlement approval process.

Policy 10.8 - Regional Economy: Attract and provide for Pasadena's share of the region's economic investment and development, including actively marketing and promoting Pasadena as a good place to do business, work and live, and supporting Pasadena's regional marketing strategies.

Mrs. Mary See of See's Candy lived at 462 S. Marengo. Her son, Charles, founded company in 1921.

Policy 10.9 - Healthy Business Community: Promote a strong, healthy business community to provide jobs for Pasadena residents, and a broad revenue base for the City.

Policy 10.10 - Regional Center: Encourage targeted development of cultural, scientific, corporate, entertainment and educational businesses and uses to promote Pasadena as a center of such activities in our region.

Policy 10.11 - Affordable Housing: Encourage the retention and creation of affordable housing throughout Pasadena for the local labor pool.

OBJECTIVE 11 - JOB OPPORTUNITIES: Encourage the retention and creation of job opportunities for Pasadena residents, particularly the underemployed and unemployed and jobs that can support families.

Policy 11.1 - Diversity: Support employment opportunities appropriate to the diversity of the City's varied population.

Policy 11.2 - Zoning Designations: Include zoning designations and standards to allow businesses and industries with job classifications at all income levels.

Policy 11.3 - Priority Opportunities: Adopt Specific Plans, zoning designations and development standards appropriate for priority employment opportunities, including: (a) industries requiring technical expertise; (b) uses associated with the manufacture of goods requiring skilled employees; (c) incubation of small businesses, both retail and service; (d) health care and senior care industries, bio-tech research, development and manufacturing facilities; (e) opportunities for crafts workers, artists, artisans and tradespeople and (f) environmental engineering.

Policy 11.4 - Job Training Facilities: Recognize and support the relocation needs of the Community Skills Center and other institutions providing job skills.

Policy 11.5 - Job Training and Placement: Create and support job linkage, training and placement programs, including encouraging private sector involvement.

Policy 11.6 - Entrepreneurs: Create opportunities for entrepreneurial activities that generate new employment and job training opportunities suitable to the existing and potential skill levels of unemployed and underemployed residents of areas such as Northwest Pasadena.

Policy 11.7 - Increase Jobs: Increase the number of job opportunities for the underemployed and unemployed Pasadena residents.

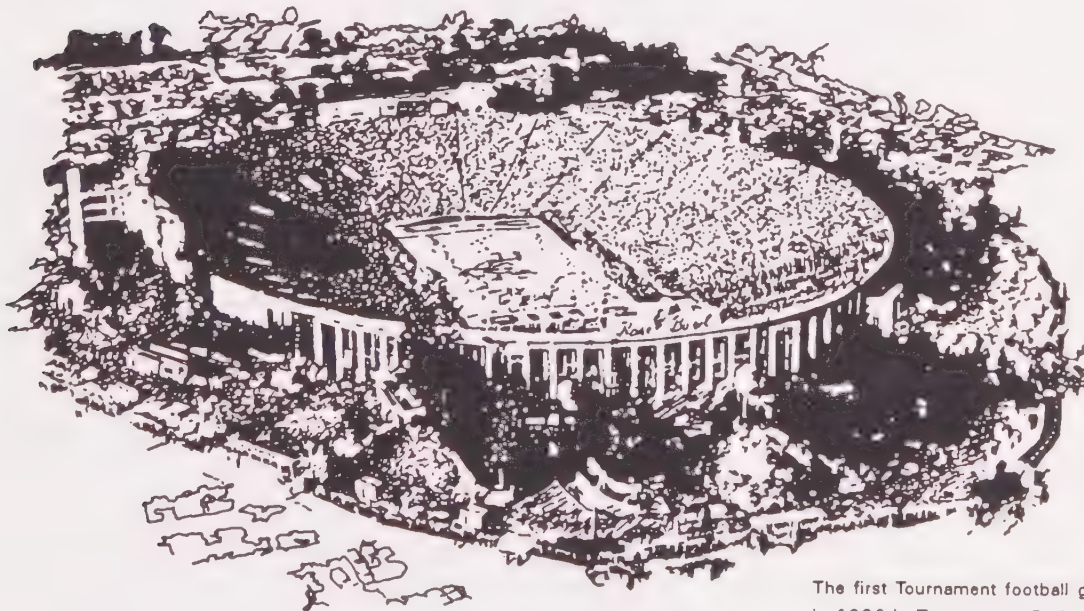
OBJECTIVE 12 - FISCAL HEALTH: Encourage a business climate that contributes to the City's fiscal well-being.

Policy 12.1 - Retail: Encourage retail and sales tax producing businesses to remain or expand in, or come to, Pasadena and promote healthy retail areas.

Policy 12.2 - Development Mechanisms: Encourage zoning districts and development mechanisms that will result in development which will produce continuing revenues to the City.

Policy 12.3 - Pay Your Own Way: Ensure that new development pays its own way rather than burdens existing businesses and residents with increased costs for services and infrastructure needs.

Policy 12.4 - Budget Process: Integrate the General Plan into the budget process, thereby using it to set priorities and allocate fiscal resources.



The first Tournament football game was played in 1902 in Tournament Park. The Rose Bowl constructed in 1922, designed by Myron Hunt, and the first "Rosebowl" game was played in 1923.



PASADENA WILL BE PROMOTED AS A HEALTHY FAMILY COMMUNITY

Land use patterns directly affect the quality of lives of families. For example, for the single parent without an automobile, public transportation to and from work, the proximity of childcare to the workplace, and proximity and provision of services such as health care, education, recreation, and shopping are not just convenient but crucial to such a family's well-being.

"The City of Pasadena is committed to a policy that promotes the quality of life for our children, youth and families. The City recognizes that the well-being of Pasadena's children, youth and families is linked to the City's own health and well-being."

This statement is from the introduction to the "Status Report on Pasadena's Children, Youth and Families Report." In support of this commitment, the City prepared a Human Services Strategy and Management Action Plan and Human Services Planning Process. One aspect of this report was the City's participation in the California Healthy Cities Project. Objectives and policies from these documents are included here to reinforce the complementary relationship between these programs and the General Plan.

OBJECTIVE 13 - ADEQUATE SERVICES: Provide adequate support for businesses and institutions that serve the needs of Pasadena's diverse residents and families, including schools, hospitals, parks, child and adult daycare centers, libraries, shelters, public auditoriums, clinics, social clubs and recreation centers.

Policy 13.1 - Support of Organizations: Support the needs of public, private and voluntary organizations and associations that provide important services to Pasadena's diverse community.

Policy 13.2 - Commitment: Promote a committed community in which the public, private, and voluntary organizations and associations work together effectively to improve the quality of Pasadena diverse social, cultural and economic life.

Policy 13.3 - Childcare: Promote the adequate availability of childcare facilities, including locating childcare facilities at or near work sites, and locating childcare facilities near transportation.

Policy 13.4 - Education: Promote public and private schools, support quality education for all students.

Policy 13.5 - Anticipate Needs: Ensure in the land use planning process that future needs will be met, such as meeting the expanding need for adult care facilities, and meeting the need to locate services near transportation.

OBJECTIVE 14 - ACCESSIBLE AND WELL-DESIGNED CITY: Promote a safe, well-designed, accessible and human-scale residential and commercial areas where people of all ages can live, work and play.

Policy 14.1 - Human Values: Pasadena development and growth policies should reflect concern for the well-being of citizens, should respect the City's social, cultural and economic diversity, and should emphasize human scale and pedestrian orientation.

Policy 14.2 - Accessible Services: Promote the accessible location of public and private community services facilities, including accessibility to transportation and the location of housing, such as senior housing, near services.

Policy 14.3 - Related To Population: Promote the location of public and private community service facilities throughout the City, as a function of population distribution and need.

Policy 14.4 - Link Community Services: Increase access to and linkages among community service facilities.

Policy 14.5 - Impaction: Protect residential neighborhoods, especially the Northwest, from an over-concentration of institutional uses.



OBJECTIVE 15 - HOUSING CONDITIONS: Improve substandard housing conditions in Pasadena.

Policy 15.1 - Sizes and Types: Provide a range of housing sizes and types for the many sizes and types of families in the community.

Policy 15.2 - Increase Supply: Increase the total number of market-rate and affordable housing units within the City.

Policy 15.3 - Equitable Distribution: Increase, where feasible, the equitable distribution of affordable housing throughout the City, including an inclusionary zoning ordinance.

Policy 15.4 - Family Housing: Increase the supply of large family affordable housing units with adequate outdoor play space for children.

Policy 15.5 - Shelter Beds: Promote shelter beds with appropriate services for the homeless.

OBJECTIVE 16 - ALCOHOL AND DRUG ABUSE - Reduce the impact of alcohol and other drug related problems in Pasadena.

Policy 16.1 - Public Health: Promote a public health philosophy in response to alcohol, tobacco and other drug issues.

Policy 16.2 - Zoning: Use city zoning ordinances to effectively regulate the retail availability of alcohol & tobacco.

OBJECTIVE 17 - RECREATION: Provide adequate recreation opportunities to all residents of the City.



Policy 17.1 - Accessible Neighborhood Parks: Preserve, enhance and acquire parks with adequate recreational facilities in residential areas, including planning for and locating parks within walking distance of multi-family housing.

Policy 17.2 - Shared Facilities: Promote the shared use of public school recreational land and facilities for City recreational uses and/or as community centers.

Policy 17.3 - Equitable Distribution: Promote the equitable distribution of public and private recreation facilities throughout the City, as a function of population distribution.

Policy 17.4 - Urban Open Spaces: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas, into public improvements and private projects.

OBJECTIVE 18 - IMPROVED ENVIRONMENT: Improve the quality of the environment for Pasadena and the region.

Policy 18.1 - Air Quality: Improve the air quality in Pasadena and in the region.

Policy 18.2 - Water Conservation: Increase the efficiency of water use among Pasadena residents, and commercial and industrial organizations.

Policy 18.3 - Energy Efficiency: Improve energy-use efficiency in new development.

OBJECTIVE 19 - LAND USE/TRANSPORTATION RELATIONSHIP: Promote the relationship of land use and transportation.

Policy 19.1 - Transit Accessibility: Increase accessibility to all public transportation services.

Policy 19.2 - Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.

Policy 19.3 - Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.

Policy 19.4 - Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.

Policy 19.5 - Transportation/Human Services Linkage: Provide convenient, economical and accessible transportation services between residents and agencies delivering human services.

PASADENA WILL BE A CITY WHERE PEOPLE CAN CIRCULATE WITHOUT CARS



The principal mode of transportation for the past forty years in Southern California has been the automobile. As our freeways and local roadways have reached capacity, and driver frustration has increased, there is now a demand for alternative modes of transportation and a rethinking of how our energy, air quality and transportation goals are met, and how our land use decisions impact these goals.

Colorado Boulevard and Lake Avenue are the City's primary transportation corridors. The Land Use Element and the Mobility Element establish a mutually supporting relationship, with higher density land uses along the corridors providing the ridership to support different types of transportation, and the mobility strategies providing the access to these land uses.

To coordinate the implementation of the Land Use and Mobility elements, the City will use Specific Plans to encourage transit-oriented and pedestrian-oriented developments. Specific Plans determine precise land use patterns, zoning, setbacks, and design within defined boundaries. Within the Specific Plans, the principles of transit-oriented and pedestrian-oriented developments can be applied. Most transit-oriented developments are mixed use neighborhoods or projects, within a quarter mile walking distance of a transit stop, predominantly light rail or bus transfer stations. Pedestrian-oriented developments give priority to and respond to the needs of the pedestrian over the automobile. The design, configuration, and mix of uses in a transit-oriented development provide an alternative to traditional suburban development by emphasizing a pedestrian oriented environment and reinforcing the use of public transportation.

Several light rail stations lend themselves to Specific Plans which incorporate transit-oriented development, for example, the stations at Sierra Madre Villa, Lake Avenue and the Central District Specific Plan area.

The General Plan will be amended in the future to reflect the decisions of the 710 Mitigation Advisory Committee.

OBJECTIVE 20 - CIRCULATION: Make Pasadena a city where there are effective and convenient alternatives to using cars.

Policy 20.1 - Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major corridors served by transportation thereby creating transit-oriented development "nodes" and encouraging pedestrian access.

Policy 20.2 - Specific Plans: Develop Specific Plans for targeted development areas which will emphasize Mixed Use, pedestrian activity, and transit, including authorizing and encouraging Urban Villages where feasible.



Policy 20.3 - Main Corridors/Downtown Circulator: Re-establish Lake Avenue and Colorado Boulevard as the main corridors of development and transportation in the City, including promoting the development and operation of a circulator system to serve downtown commercial areas and linked to light rail stations.

Policy 20.4 - Availability: Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.

Policy 20.5 - Parking Management: Manage parking to reduce the amount of land devoted to frequently vacant parking lots.

Policy 20.6 - Neighborhood Protection: Establish principal transportation corridors for movement within the City to protect residential neighborhoods.

Policy 20.7 - Neighborhood Commercial: Encourage the provision of businesses that serve residents within walking distances of homes.

Policy 20.8 - In-fill and Revitalization Sites: Transit-oriented developments on in-fill and revitalization sites should redevelop underutilized parcels and incorporate existing surrounding uses into the form and function of the transit-oriented development.

Policy 20.9 - Regional Approach: Promote a regional approach to transportation services in cooperation with other cities.

Policy 20.10 - Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.

OBJECTIVE 21 - TRANSIT/PEDESTRIAN COORDINATION: Coordinate development between transit-oriented and pedestrian districts.



Policy 21.1 - Urban Design: Urban design programs shall encourage pedestrian-oriented development, including encouragement of pedestrian circulation among parcels, uses, transit stops, and public or publicly accessed spaces; requiring human scale; encouraging varied and articulated facades; requiring regular visual (as in the use of first floor windows with clear glass) and physical access for pedestrians; requiring that ground floor residential and commercial entries face and engage the street; and encouraging pedestrian-oriented streetscape amenities.

Policy 21.2 - Shop Orientation: Encourage a balance in the configuration of shops in the downtown between pedestrian and auto comfort, visibility and accessibility; anchor stores shall orient to the street and transit stops in addition to parking lots, and smaller shops shall orient primarily to pedestrian "main" streets and urban open spaces.

Policy 21.3 - Pedestrian Access: Encourage clear, direct and comfortable pedestrian access to the City's urban core and transit stops.

Policy 21.4 - Open Space: Where a park, natural open space or urban open space exists adjacent to or near transit-oriented development, these features should be incorporated into the development as open space amenities.

Policy 21.5 - Pedestrian/Bicycle Shelters: Transit stops in a transit-oriented development shall provide shelter for pedestrians, and secure bicycle storage.

OBJECTIVE 22 - MOBILITY ELEMENT: The Mobility Element shall support the development of transit-oriented and pedestrian-oriented developments.

Policy 22.1 - Pedestrian Movement: Intersections and streets within transit oriented developments shall be designed to facilitate pedestrian movement.

Policy 22.2 - Bicycle Connections: The street network system must provide bicycle connections to transit-oriented development commercial areas and transit stops.

Policy 22.3 - Bicycle Parking: Provide bicycle parking facilities throughout commercial areas, at transit stops and in developments which include offices.

Policy 22.4 - Mitigation Measures: Adopt and implement mitigation measures as necessary to resolve significant existing traffic or other infrastructure capacity constraints.





PASADENA WILL BE PROMOTED AS A CULTURAL, SCIENTIFIC, CORPORATE, ENTERTAINMENT AND EDUCATIONAL CENTER FOR THE REGION

Pasadena's internationally known cultural, scientific, corporate, entertainment and educational resources directly benefit the City's residents and draw businesses, customers, visitors and students from beyond the City's limits, to the benefit of all who live and work in the City. These resources not only culturally enrich Pasadena residents, they enhance Pasadena's regional position and improve Pasadena's business climate by drawing people to the City.

OBJECTIVE 23 - EXISTING INSTITUTIONS: Provide long-term opportunities for growth of existing cultural, scientific, corporate, entertainment and educational institutions in balance with their surroundings.

Policy 23.1 - Expansion: Recognize and support the expansion opportunities of existing regionally significant cultural, scientific, corporate, entertainment and educational institutions.

Policy 23.2 - Land Use Opportunities: Provide land use opportunities to retain and to develop regionally significant cultural, scientific, corporate, entertainment and educational uses.

Policy 23.3 - Urban Design: Provide clear urban design guidelines to facilitate the growth of existing institutions in balance with their surroundings.

Policy 23.4 - Support Planning: Support Specific Plans, master plans, and other planning activities initiated by cultural, scientific, corporate, entertainment and educational institutions.

Policy 23.5 - Pasadena's Diversity: Encourage Pasadena's cultural, scientific, corporate, entertainment and educational institutions to understand, respect and enhance the City's social and cultural diversity.

Policy 23.6 - Movies and Television: Facilitate the use of Pasadena sites for motion picture and television filming activities while protecting residential neighborhoods.

Policy 23.7 - Education - Work collaboratively with Pasadena Unified School District in support of school facility use and reuse.

OBJECTIVE 24 - NEW INSTITUTIONS: Foster a healthy economy and appealing urban setting conducive to attracting new cultural, scientific, corporate, entertainment and educational institutions to the City.

Policy 24.1 - Assist New Institutions: Recognize and assist regionally significant cultural, scientific, corporate, entertainment and educational entities considering locating in Pasadena.

Policy 24.2 - Special Districts: Create or enhance the identity of specialized districts in the City such as the West Gateway and the Playhouse District, or the Bio-tech and Environmental Engineering centers.

Policy 24.3 - Promote Activities: Develop, provide access to and publicize activity nodes within the City which include cultural, scientific, corporate, entertainment and education.

Policy 24.4 - Adapt Codes and Policies: Adapt Codes and policies to encourage cultural, scientific, corporate, entertainment and educational uses within Pasadena.

Policy 24.5 - Land Use Implications. Recognize land use implications of the City's regional marketing strategies and support these strategies through land use decisions.



Constructed in 1911, the Wrigley Mansion is home of the Tournament of Roses Association.



COMMUNITY PARTICIPATION MUST BE A PERMANENT PART OF ACHIEVING A GREATER CITY

An informed and active citizenry is the essence of our representative democracy. Since the General Plan is only a "snapshot" of the community's values at a given point in time, it is essential that a **process** be established which ensures that the General Plan remains current by continuously involving the public in planning decisions, monitoring implementation, and reviewing and updating the General Plan.

There are two aspects to expanded participation: clear information and earlier participation. Information seeks to provide the public with knowledge, facts and creative ideas as well as clear, adequate notices of meetings and hearings. Participation provides a variety of opportunities for an informed public to be involved in planning decisions. Both aspects need to be inclusive and reach out to **all** segments of our city to ensure that diverse values and visions are heard.

OBJECTIVE 25 - INFORMATION: Provide clear, understandable information to encourage more citizen involvement in the planning process from the Pasadena community.

Policy 25.1 - Brochures: Develop brochures to inform residents and property owners about the city's planning processes and how to get involved in them.

Policy 25.2 - Notices: Revise notices for neighborhood meetings and public hearings to make them more informative, easier to read and understand, and improve public notice posting procedures.

Policy 25.3 - Proposed Projects: Information on proposed projects with upcoming public hearings will be available from the City's Neighborhood Connections office.

Policy 25.4 - Neighborhood Connections: The City's Neighborhood Connections office will send notices of neighborhood meetings and public hearings to Neighborhood Associations within a two mile radius of a proposed project and to the Pasadena Neighborhood Coalition.

Policy 25.5 - Public Discussion: Continue to offer speakers and public discussion of land use issues including the revision of the Zoning Code and the development of specific plans and design guidelines.

OBJECTIVE 26 - PARTICIPATION: Provide numerous opportunities for citizens to become involved in planning decisions.

Policy 26.1 - Five Year Review: At five-year intervals, beginning 1998, initiate a comprehensive review and update of the General Plan. This update process will include at least two public meetings to identify community issues and concerns and

at least two additional public meetings to present recommendations for revisions prior to public hearings before the Planning Commission, Transportation Advisory Commission and City Council.

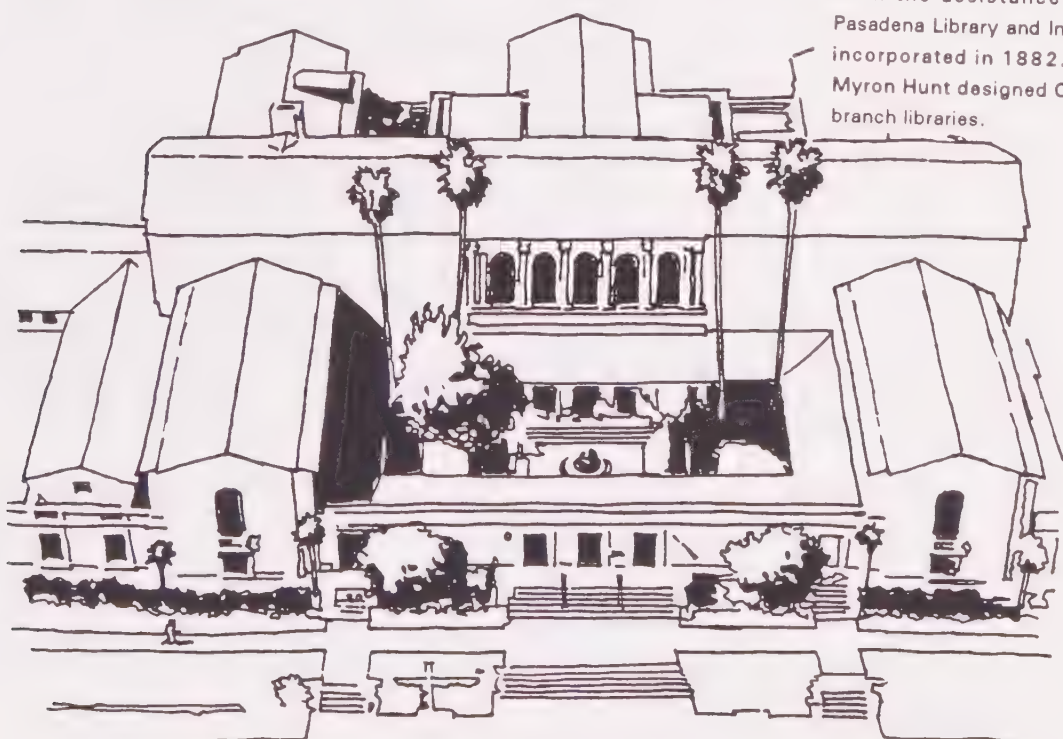
Policy 26.2 - Annual Report: In a public hearing, provide an annual report to the Transportation Advisory Commission, the Northwest Commission, the Planning Commission and the City Council detailing the status of implementation of the General Plan.

Policy 26.3 - Specific Plans: Appoint committees of residents and business people to participate with staff in the development of Specific Plans.

Policy 26.4 - Consultation: Encourage project applicants to contact the surrounding neighborhood prior to submitting a formal application for the project. Applicants will be encouraged to seek comments from residents and work with them to resolve conflicts on design, traffic, noise, use of the site and other impacts specifically related to the project.

Policy 26.5 - Neighborhood Meetings: In addition to the applicant's meeting with the neighborhood prior to submitting a formal application, the City will hold a neighborhood meeting for General Plan Amendments, Zone Changes, Planned Developments, and Master Development Plans to ensure that issues important to the neighborhood have been identified. If issues arise that need to be mediated between the applicant and the neighborhood, additional meetings will be held.

Policy 26.6 - Joint Meetings: The Planning Commission and the Transportation Advisory Commission will meet twice a year to foster strong communication.



With the assistance of Abbot Kinney, the Pasadena Library and Improvement Society was incorporated in 1882. The system began with the Myron Hunt designed Central Library and several branch libraries.

LAND USE ELEMENT



LAND USE
DIAGRAM

C. LAND USE DIAGRAM

Introduction

The Land Use Element categories reflect the objectives and policies of the General Plan, and provide guidance for determining appropriate land uses. Permitted land uses may be further modified by other policies in other Elements of the General Plan and may be further refined by the Zoning Ordinance or design guidelines.

Table 1 relates the General Plan Land Use Categories to the corresponding land use classifications in the zoning code.



Residential

Housing is classified by different residential densities. A range of residential density categories is identified on the General Plan Land Use Diagram. Residential land use categories have been structured to provide consistency between the General Plan and zoning. Residential development standards are determined by the City's Zoning Ordinance which regulates the building setback, height of buildings, and lot coverage for each type of residential use as well as specifying uses which may be permitted with a conditional use permit.

1) Low Density Residential (0-6 dwelling units per net acre)

This category allows single-family uses with densities from 0-6 dwelling units per net acre. This designation is intended to protect and maintain the character of the single-family neighborhoods and to prevent encroachment into these areas.

Typically, this designation is suitable in areas where there is a wide range of lot sizes from 7,200 square feet to 40,000 square feet. On substandard lots, this density may be exceeded with a conditional use permit when it is proposed to construct a new residential structure or an addition of more than 250 square feet to an existing structure provided that the lot was legally created.

2) Low - Medium Density Residential (0-2 units per lot)

This land use category is typified by two (2) single family dwelling units per lot. This designation is intended to protect the character of neighborhoods which are still mostly single-family while at the same time allowing additional housing to be constructed.

3) Medium Density Residential (0-16 dwelling units per net acre)

This category allows housing with densities from 0-16 dwelling units per net acre. The low-medium density category is intended to accommodate single-family detached units, duplexes, triplexes, and quadraplexes, as well as two-story multiple unit structures.

4) Medium - High Density Residential (0-32 dwelling units per net acre)

This category allows multi-family housing with densities from 0-32 units per net acre. Multi-family housing such as apartments, townhouses and condominiums are the types of uses typically constructed on lots designated for this category.

5) High Density Residential (0-48 dwelling units per net acre)

This category allows multi-family housing with densities from 0 to 48 units per net acre. These areas are intended to accommodate a variety of housing types including apartment, condominium and townhouse developments.

Commercial

The Commercial categories are established to provide areas in which business may be conducted, goods sold and distributed, and services rendered, and to provide for public activities and other activities which support retail and business functions.

1) General Commercial

This is a non-specialized commercial category intended to permit a broad range of retail and service businesses. It includes commercial areas along major thoroughfares, freestanding commercial establishments and shopping centers. Professional offices are also permitted in this category. This category has more intense levels of activities associated with retail development.

2) Neighborhood Commercial

This category applies primarily to service and retail businesses which will provide for the convenience shopping needs of nearby residential areas. This category permits limited commercial activities which are compatible with the scale of the immediate area and do not create significant adverse impacts on adjacent residential areas. Neighborhood commercial should be primarily oriented to pedestrian access. Housing can be developed at up to 32 units per acre.

Industrial

This category is intended to accommodate a range of industrial activities, including manufacturing and wholesale, research and development and assembly activities. It is the intent of the Land Use Element to provide a variety of industrial uses in the City, in order to facilitate the manufacture and provision of goods and services and to provide employment for the community. While the primary use is for industrial activities, supportive uses such as small scale eating establishments, child care services, and maintenance and service facilities are also allowed.



Institutional

This category is used to designate public land uses, including schools, colleges, libraries, fire stations, police stations, convention centers, museums, governmental offices, utility stations, and hospitals. This category is also used to designate land used by some quasi-public entities, including public utilities and such institutions as churches, private schools and private hospitals. Pasadena has a variety of institutional uses including colleges such as California Institute of Technology, hospitals such as Huntington Hospital and St. Luke Hospital, as well as churches, museums, and government facilities.



Open Space

This category is for a variety of active and passive public recreational facilities and for City-owned open space facilities. This includes natural open spaces and areas which have been designated as environmentally and ecologically significant. This category also applies to land which is publicly owned, though in some instances public access may be restricted. Most importantly, this designation only applies to lands owned by the City.

Specific Plan Areas

The Specific Plan category is for areas that are targeted for a significant portion of projected future development while preserving and enhancing areas of historical or architectural significance. These Specific Plans will also address areas where the light rail transit is proposed and where land use can be changed to accommodate future needs to meet the goals of this transportation system. Residential uses within this category are multi-family and residential in mixed use projects at a density of up to 60 units per net acre. This category will provide the opportunities to live near employment and transit centers. Locating high density residential near the transit system would alleviate congestion and improve the quality of air. Residential units in these areas are intended to allow residents to have access to the proposed light rail as a transit system without the use of automobiles.

Each individual Specific Plan will determine the precise mix of land use patterns, zoning, setbacks and design standards for the following areas:

- 1) Central District Specific Plan (See pages 45 - 49)
- 2) South Fair Oaks Bio-tech Center Specific Plan (See page 49)
- 3) West Gateway Specific Plan (See pages 49 - 50)
- 4) East Pasadena Specific Plan (See pages 50 - 51)
- 5) East Colorado Blvd. Specific Plan (See page 52)
- 6) North Lake Specific Plan (See pages 52 - 53)

Alternate Land Use Policies

The policies below specify conditions under which an alternative to uses allowed in a particular Land Use category may be determined to be consistent with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Promote and encourage the implementation of General Plan goals and policies which provide for the production of affordable housing or the preservation of historic structures.
- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use categories.
- Streamline the development review process by avoiding, in those cases where appropriate, the time-consuming process of obtaining a Land Use Diagram amendment.

The application of alternate land use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies and zoning code requirements, including those intended to protect existing residential neighborhoods from the encroachment of incompatible land uses, will be taken into consideration.

Structures of Historical or Architectural Merit

Land uses other than those designated on the Land Use Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the adjacent area. Adaptive reuse consistent with this policy will be permitted or conditionally permitted, and defined during revision of the zoning code.

Artist Loft

This is intended to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of the arts in the community. Older commercial and industrial buildings located on properties with non-residential land use designations may be wholly or partially converted into combined studio/workshop and living quarters for artists, artisans and crafts person engaged in activities commonly considered artistic in nature. This policy applies equally to new construction. The residential aspect of this use will be allowed only in combination with individual studio or workshop space of the residents and is intended to provide an integrated working/living environment. Other uses, such as galleries, antique dealers, restaurants and the like, may be incorporated as deemed appropriate. The conversion of structures consistent with this policy will be permitted or conditionally permitted, and defined more fully during the revision of the zoning code.



Density Bonus for Affordable Housing

A density bonus is offered to encourage the production of housing affordable to households with low or very low incomes and to households with senior citizens. For properties designated on the Land Use Diagram as Medium, Medium-High, or High Density Residential, densities may be increased by at least 25%, if certain percentages of units are guaranteed to remain affordable to low or very income households or to be available only to senior citizen households for a period of at least twenty years. Specific Plan areas which include housing are also subject to the density bonus. Additional incentives are also offered. The density bonus is available to projects in which of five (5) or more units are permitted without counting the density bonus.



The City Beautiful was influential in the design of the Civic Center by William Bennett.

RELATIONSHIP TO ZONING MAP AND ZONING ORDINANCE

The Land Use Element represents the general pattern of land use in the City. The Zoning Ordinance and Zoning Map implement the Land Use Element and its policies. The Zoning Map and Zoning Ordinance, rather than the Land Use Element identify the particular uses permitted on each parcel of land in the City. It is the Zoning Ordinance that sets forth regulations and standards for development to ensure that policies, goals, and objectives of the General Plan are carried out.



The Land Use Element designates the land use pattern envisioned for the City. However, the Zoning Map shows the current zoning designation reflecting the existing needs of the community. The Zoning Map designation must be consistent with the General Plan in relationship to land use category. The zoned land use may be less intense than what is designated by the General Plan. For example, land may be zoned RS-6 (Single Family Residential, 6 dwelling units/net acre) in an area having a land use designation in the General Plan of Medium High Density Residential (16 - 32 units/net acre).

Rezoning can be initiated by the City Council, Planning Commission, or by an individual property owner. The Land Use Element is a guide for City decision makers as to which zoning changes are consistent with the Comprehensive General Plan. It also shows the private development sector where changes in land use are likely to be approved.

As a charter city, Pasadena is not currently required to meet the State law requirement for consistency between the general plan and the zoning ordinance. However, it is the policy of the City to maintain such land use consistency.

TABLE 1

SUMMARY OF GENERAL PLAN LAND USE CATEGORIES

GENERAL PLAN LAND USE CATEGORIES	IMPLEMENTING ZONES	TYPICAL HOUSING ARRANGEMENT	MAXIMUM DWELLING UNITS PER NET ACRE	MINIMUM LOT AREA (SQ.FT.)
Low Density Residential	RS-1 RS-2 RS-4 RS-6	Single-family detached	6	40,000 20,000 12,000 7,200
Low-Medium Density Residential	RM-12-2	Two Single-family units	2 units per lot	7,200
* Medium Density Residential	RM-16 RM-16-1 RM-16-2	Triplex Quadruplex	16	7,200 12,000 7,200
* Medium-High Density Residential	RM-32	Apartments Townhouses	32	10,000
* High Density Residential	RM-48	Apartments Townhouses	48	10,000
** Specific Plan	RM-60 Mixed use (Urban) Mixed Use (Village) CD, CO, CL, CG, IG	Apartments Townhouses Urban Village	60	New Zoning Category
General Commercial	CG, CO	(NA)	(NA)	(NA)
Neighborhood Commercial	CL	(NA)	(NA)	(NA)
Industrial	IG	(NA)	(NA)	(NA)
Institutional	PS	(NA)	(NA)	(NA)
Open Space	OS	(NA)	(NA)	(NA)
* Subject to the City of Gardens Ordinance ** RM-60 may only occur within the Specific Plan areas				



BUILDING INTENSITY AND POPULATION DENSITY STANDARDS

Government Code Section 65302 (a) requires Land Use elements contain building intensity and population density standards for all land use categories. The City of Pasadena intends for the building intensity standards to represent the maximum physical development which may occur within the land use categories and geographic areas. The building intensity standards are shown on Table 3. The Zoning Ordinance will contain the specific land use regulations and development standards for all parcels of land in the City.

If an existing building is demolished and a new building is constructed on the same site, the square footage of the existing building is subtracted from the square footage of the new building in determining the total "new" square footage on the site regardless of use.

The reuse of an existing building without the addition of square footage does not result in "new" square footage on the site. Parking structures are exempt from the building intensity standards.

The building intensity standards may not be amended upward following adoption of the Draft Land Use Element by the City Council. As part of the Environmental Impact Report prepared on the Draft Land Use Element, these standards may be subsequently reduced to mitigate impacts, but under no circumstances will they be increased. Following certification of the EIR and adoption of the Final Land Use Element, building intensity standards may be reviewed and revised only during the Five Year updates of the Comprehensive General Plan.

The Draft Land Use Element calls for a significant reduction in the amount of development that will be allowed compared to the existing General Plan. The table below presents a comparison between existing development and the amounts permitted by the current zoning code and what the Draft Land Use Element will allow.

TABLE 2 - SUMMARY OF DEVELOPMENT POTENTIAL

EXISTING DEVELOPMENT	CURRENT ZONING CODE	DRAFT GENERAL PLAN
32,182,000	136,022,000	53,487,326
Total Non-Residential Square Feet		
53,000	66,200	64,038
Total Housing Units		

The population density standards are shown on table 4. Based on the total housing units expected at buildout of the Draft Land Use Element, using an estimated household size of 2.53 persons per household (1990 Census average household size), the ultimate population is estimated to be 162,019 persons.

Based on the total non-residential square footage at buildout of the Draft Land Use Element, using an estimated employment density factor of one employee per 311 square feet, the total number of employees that would result from the Draft General Plan is estimated to be 171,929 (see Table 4).



TABLE 3 - BUILDING INTENSITY STANDARDS

	<u>NEW DEVELOPMENT</u>		<u>TOTAL DEVELOPMENT</u> (NEW + EXISTING)	
	UNITS	SQUARE FOOTAGE	UNITS	SQUARE FOOTAGE
LOW DENSITY RESIDENTIAL (0-6 d.u./acre)	390		23,988	
LOW MEDIUM DENSITY RESIDENTIAL (0-2 d.u./lot)	508		4,568	
MEDIUM DENSITY RESIDENTIAL (0-16 d.u./acre)	666		5,990	
MEDIUM HIGH DENSITY RESIDENTIAL (0-32 d.u./acre)	1,266		11,008	
HIGH DENSITY RESIDENTIAL (0-48 d.u./acre)	601		5,260	
PLANNED DEVELOPMENT	0	0	1,460	1,280,000
GENERAL COMMERCIAL - FAR = 0.80		1,570,780		3,671,240
NEIGHBORHOOD COMMERCIAL - FAR = 0.70		483,780	671	1,881,360
INDUSTRIAL - FAR = 0.90		456,531		805,650
INSTITUTIONAL (Existing Master Plans)		1,837,124		4,837,124
INSTITUTIONAL (future Master Plans + other) *		500,000		
SUBTOTAL	3,431	4,848,215	52,945	12,475,374
SPECIFIC PLANS				
A. CENTRAL DISTRICT				
Urban Village	1,000	150,000	1,005	459,316
Santa Fe Transportation Ctr.	350	325,000	350	337,500
Urban Housing Area	800	100,000	940	409,680
Playhouse District	350	825,000	401	1,989,575
Lake - 210 to Cordova/Del Mar	0	1,225,000	6	2,414,737
Lake - Cordova/Del Mar south	150	675,000	218	3,029,628
Civic Center Plan	855	1,317,000	1,211	3,865,000
Outside of the above areas	1,590	1,651,000	3,639	13,929,312
<i>SUBTOTAL - ENTIRE CENTRAL DISTRICT</i>	<i>5,095</i>	<i>6,217,000</i>	<i>7,770</i>	<i>26,434,748</i>
B. SOUTH FAIR OAKS BIOMEDICAL	300	1,550,000	301	3,064,185
C. WEST GATEWAY	150	800,000	219	1,725,304
D. EAST PASADENA				
East Foothill Industrial	0	900,000	141	1,960,423
Foothill/Rosemead/Sierra Madre Villa	400	1,175,000	400	2,979,990
Hastings Ranch/Foothill-Rosemead	0	25,000	0	579,983
E. EAST COLORADO BOULEVARD	750	650,000	750	2,092,261
F. NORTH LAKE	500	175,000	850	889,783
REDEVELOPMENT AREAS (outside of Specific Plans)				
Lincoln Avenue	100	200,000	102	513,000
Lincoln Triangle	145	1,000	260	5,323
Orange Grove / Fair Oaks	150	500,000	300	766,952
TOTAL	11,021	17,041,215	64,038	53,487,326

*Institutional intensity standards do not apply to public schools and government buildings.

TABLE 4 - POPULATION AND EMPLOYMENT INTENSITY STANDARDS

	<u>TOTAL POPULATION</u>	<u>TOTAL EMPLOYMENT</u>
LOW DENSITY RESIDENTIAL	60,690	
LOW MEDIUM DENSITY RESIDENTIAL	11,557	
MEDIUM DENSITY RESIDENTIAL	15,155	
MEDIUM HIGH DENSITY RESIDENTIAL	27,850	
HIGH DENSITY RESIDENTIAL	13,308	
NEIGHBORHOOD COMMERCIAL	1,698	6,047
GENERAL COMMERCIAL		11,801
INDUSTRIAL		2,590
INSTITUTIONAL		15,548
PLANNED DEVELOPMENTS	3,694	4,114
SUBTOTAL	133,952	40,100
SPECIFIC PLANS		
A. CENTRAL DISTRICT		
Urban Village	2,543	1,476
Santa Fe Transportation Ctr.	885	1,085
Urban Housing Area	2,378	1,317
Playhouse District	1,015	6,395
Lake - 210 to Cordova/Del Mar	15	7,762
Lake - Cordova/Del Mar south	552	9,738
Civic Center Plan	3,064	12,424
Outside of the above areas	9,207	44,775
<i>Subtotal - Entire Central District</i>	<i>19,659</i>	<i>84,972</i>
B. SOUTH FAIR OAKS BIOMEDICAL	762	9,850
C. WEST GATEWAY	554	5,546
D. EAST PASADENA		
East Foothill Industrial	357	6,302
Foothill/Rosemead/Sierra Madre Villa	1,012	9,579
Hastings Ranch/Foothill-Rosemead	0	1,864
E. EAST COLORADO BOULEVARD	1,897	6,725
F. NORTH LAKE	2,151	2,860
REDEVELOPMENT AREAS (outside of Specific Plans)		
LINCOLN AVENUE	258	1,649
LINCOLN TRIANGLE	658	17
ORANGE GROVE / FAIR OAKS	759	2,465
TOTAL	162,019	171,929

The correlation between the Land Use and Mobility Elements is based on projections of housing units and non-residential square footage in 2010. The traffic model analyzed the numbers for 2010 and was able to include the effects of projected regional traffic in 2010. Table 5 below shows the projections of housing units and population for 2010 as compared with existing development and buildout of the General Plan.

TABLE 5 - 2010 PROJECTIONS

	<u>Existing</u>	<u>2010</u>	<u>Build-out</u>
Residential	53,000	59,136	64,038
Non-Residential	32,182,000	42,982,000	53,487,326

On January 27, 1874, the members of the San Gabriel Orange Association met and parceled out the almost 4,000 acres they had purchased from Dr. J.S. Griffin for \$25,000 or about \$6.25 an acre.

LAND USE ELEMENT



IMPLEMENTATION
STRATEGIES

D. IMPLEMENTATION STRATEGIES



This section identifies the actions which will be taken to implement the Guiding Principles as translated into Objectives and Policies of the General Plan. Strategies include: development of Specific Plans, Zone Changes and Zoning Code Amendments, development of the Green Space Element of the General Plan, Design Principles and Criteria, Design Standards, Historic Preservation, Redevelopment Project Areas, Master Development Plans, and Zoning Code Revision. Section G includes implementation maps which illustrate the boundaries of the Specific Plan areas and the Zone Change areas.

1. SPECIFIC PLANS

A specific plan is a document designed to implement the goals and policies of the General Plan. Specific plans will be prepared for the six areas which have been identified below. These plans will contain detailed development standards, distribution of land uses, infrastructure requirements, and implementation measures for the development of a specific geographic area. Transit-oriented development, pedestrian-oriented development, and mixed use development with housing over commercial, will be included in specific plans. These development standards and regulations are the most important aspect of a specific plan since it is through these standards that the goals and policies of the General Plan are implemented. The specific plan is similar in nature to the zoning ordinance because it deals with implementation through the use of development regulations. Unlike the citywide zoning ordinance, however, specific plans are targeted to specific planning areas. This allows for greater flexibility and provides an opportunity to focus regulations and standards on the goals of a specific geographic area. This is the primary purpose of a specific plan which provides a mechanism to target implementation measures toward a specific planning area while preserving and enhancing areas of historical or architectural significance. Specific plans will be prepared to include all areas of the City where the bulk of development is planned to occur.

The contents of a specific plan are contained in the State Planning and Zoning Law. Section 65451 (a) of the Planning and Zoning Law states that:

(a) A specific plan shall include a text and diagram or diagrams which specify all of the following in detail:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, and public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan. In addition, the specific plan may contain any other material considered necessary or desirable for General Plan implementation.

Development standards which may be considered in the specific plan preparation include such things as:

- Transfer of Development Rights;
- Building Heights;
- Linkage of Land Use Types;
- Phasing of Development;
- Economic Feasibility;
- Compatibility with Adjacent Neighborhoods;
- Bulk and Massing;
- Density;
- Hours of Operation; and,
- Intensity and Location of Housing.



As described below, the General Plan designates the total square footage and the mix of allowed uses within each specific plan area. During the preparation of the specific plans, movement from one category to another within a specific plan area or strategy area will be allowed if necessary to implement the goals of the specific plan. Under no circumstances will there be a shift from one Specific Plan area to another or from one strategy area to another. These shifts may require an amendment or supplement to the General Plan environmental impact report through a public process. In addition, each specific plan will contain a "25% flexibility factor". This means that any category within a specific plan can be increased by 25% by borrowing from another non-residential category within the same area, therefore the total square footage is not changed. This process will be done through a noticed public hearing before the Planning Commission.

Specific plans may be developed in a variety of ways. Two possibilities for development of the specific plans have been considered. One of these is the use of "charettes". A charette is an

intensive workshop organized for a two to three day period which involves the participation of all relevant parties including residents, property owners, City officials, and other interested organizations. The purpose of a charette is to have all relevant participants and materials available at one time in order to reach a decision within the duration of the workshop. Another possible method of development is the standard committee process where a committee of residents, property owners and other relevant participants meets regularly for a period of time until the details of the specific plan. Whichever method is utilized it is the intent of the process to include extensive community participation. The success of the specific plan is dependent upon the scope of public participation.

The time required for specific plan preparation will vary dependent upon the type of participation process utilized. The charette process is designed to provide a relatively fast preparation schedule, whereas the committee process may take a longer period of time. The Central District and East Pasadena Specific Plans are scheduled for completion during Fiscal Year 1994. The remainder of the specific plans will be prepared in conjunction with the Planning Division's annual work program.

General Plan consistency findings in specific planning areas, prior to adoption of a specific plan, will be guided by the objectives and policies of the draft Land Use and Mobility Elements and the intent of the applicable specific plan area. If the zoning code is consistent with the intent of the proposed specific plan, the zoning code will prevail. If the zoning code is inconsistent with the intent of the proposed specific plan, the applicant will be required to process a planned development zone change. The planned development district will specify the use regulations and development standards to assure consistency with the proposed specific plan.

The Northwest Commission will be consulted regarding the establishment of specific plans for North Lincoln, including the redevelopment areas, and North Fair Oaks between Washington Boulevard and the northern city boundary.

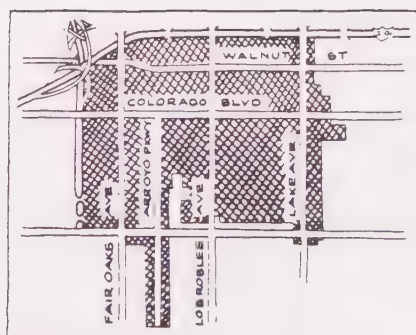
a. Central District Specific Plan (See map on p.81)

The first Specific Plan to be developed will be prepared for the entire Central District and the Arroyo Parkway gateway corridor. This Specific Plan will include a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City. The table below shows the amount of non-residential square footage and housing units allowed for the entire Central District.

Total New Housing Units = 5,095

Total New Non-Residential Square Footage = 6,217,000

General Commercial	= 5,732,000
Institutional	= 485,000

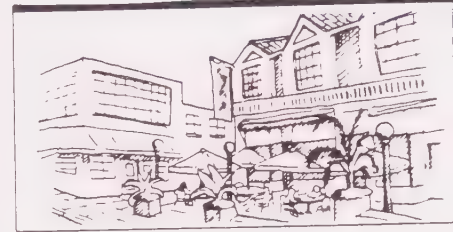


CENTRAL DISTRICT

Seven areas are called out for specific treatment within the Specific Plan and to reserve a portion of the total square footage allowed in the entire Specific Plan area. These seven areas are described below.

a1. Urban Village - North of Del Mar and West of Fair Oaks

In this area, the specific plan will envision an urban village atmosphere by encouraging an overall high density of housing (49 - 60 dwelling units per acre) in a variety of types and prices, as well as a mix of artists lofts, offices, shops, schools and artisans workshops. This area is within a transit oriented development area due to its proximity to the proposed light rail station at Arroyo Parkway and Del Mar Boulevard and to major employers in downtown Pasadena, Old Pasadena and the Huntington Hospital area.



Total New Housing Units = 1,000
Total New Non-Residential Square Footage = 150,000

General Commercial	= 125,000
Institutional	= 25,000

a2. Santa Fe Transportation Center

In this transit oriented development area, offices, shops and housing will be developed to attract and support light rail users by providing dining, shopping, and pedestrian and transit links to other areas of Pasadena. Mixed use development is strongly encouraged. All new development will be required to complement the existing historic train station. The Specific Plan will establish height limits for this area. Due to the importance and sensitivity of this site, plans for this area will be developed with public participation.

Total New Housing Units = 350
Total New Non-Residential Square Footage = 325,000

General Commercial	= 300,000
Institutional	= 25,000

a3. Urban Housing Area

In this area, the Specific Plan envisions a downtown high density housing area (49 - 60 dwelling units per acre) which will provide an opportunity for people to live close to where they shop and work and be within easy walking distance to the light rail station. The principles of a transit oriented development will apply to this area.



Total New Housing Units = 800
Total New Non-Residential Square Footage = 100,000

General Commercial	= 100,000
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a4. Playhouse District



As described in the Playhouse District Plan, in this area, the specific plan will encourage mixed use development and downtown housing to create a lively, arts-oriented urban environment with substantial urban open space such as plazas. Height and density should be oriented towards Colorado Boulevard. Green Street should remain at a lower scale in keeping with the existing character.

Total New Housing Units = 350

Total New Non-Residential Square Footage = 825,000

General Commercial

= 825,000

a5. Lake Avenue Office Area - Del Mar/Cordova to the Freeway

This part of the Central District Specific Plan envisions high quality offices which may include commercial development at the ground floor to create an active, attractive pedestrian environment for employees using the adjacent light rail station to commute to work. Pedestrian and transit linkages will be provided to make it convenient and attractive for light rail riders to walk or take circulator buses to their place of employment. Any new office or retail development should be phased to coincide with the development of the light rail in order to minimize the traffic impacts on this heavily traveled street. All new buildings shall be limited to six stories in height.



Total New Housing Units = 0

Total New Non-Residential Square Footage = 1,225,000

General Commercial

= 1,225,000

a6. Lake Avenue Retail Area - South of Del Mar/Cordova to California

In this area, the specific plan will seek to improve and add vitality to the existing successful retail area. In addition, housing can be developed on the west side of Mentor Avenue over a portion of the Shopper's Lane parking.

Total New Housing Units = 150

Total New Non-Residential Square Footage = 675,000

General Commercial

= 675,000

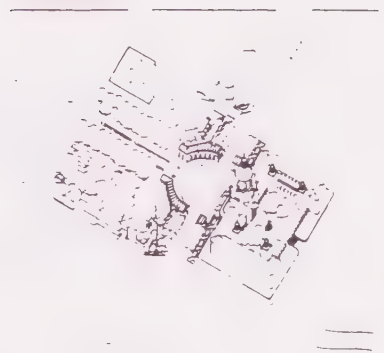
a7. Civic Center Master Plan Area

The Civic Center Master Plan was adopted by the City Council in September of 1989. Its goals are:

- 1) Bring the "City Beautiful" vision of the Bennett plan up to date;

- 2) Preserve, maintain and contribute to Pasadena's cultural heritage;
- 3) Make the Civic Center an important destination in Pasadena;
- 4) Make a commitment to housing in the Civic Center;
- 5) Give support to the religious and service institutions that have traditionally formed a part of the Civic Center's identity;
- 6) Connect the Civic Center to other areas of development; and
- 7) Undertake public actions that will reinforce the Civic Center Master Plan.

CENTENNIAL SQUARE



PASADENA CIVIC CENTER MASTER PLAN

Total New Housing Units = 855

Total New Non-Residential Square Footage = 1,317,000

General Commercial	= 1,292,000*
Institutional	= 25,000

* NOTE - Expansion of the Pasadena Conference Center is considered general commercial.

Remaining Areas Within the Central Business District

Although development within the Central District Specific Plan is intended to be focused into the seven areas called out above, some development will occur in the area outside of these 7 areas, and the Specific Plan will develop policies and specific development standards for these areas.

Until the completion of the Zoning Code revision, the height of buildings in this area shall not exceed 60 feet and never more than 5 stories except if the property owner has a Disposition and Development Agreement with the City or the Community Redevelopment Agency of the City as of September 22, 1992 which designates a different height limit. When the zoning code is revised, the height and massing of the zoning code will prevail. The present Limited Commercial (CL) zoning for the Parsons property should be examined as part of the Central District Specific Plan to reflect the development on that site.

A large portion of the Central District Specific Plan area is governed by existing redevelopment plans. The goals and objectives of these plans will be fully incorporated into the Central District Specific Plan. These redevelopment plans are the Downtown Redevelopment Project and Old Pasadena Redevelopment Project.

Arroyo Parkway extending from the Central District to the southern City boundary is envisioned as a gateway corridor and the existing industrial zoning designation is no longer appropriate. The Specific Plan will determine the appropriate designation for this area.

The Fuller Theological Seminary Master Plan, as approved by the City Council on September 8, 1992, calls for 300 new housing units

and 250,000 additional square feet of non-residential development.

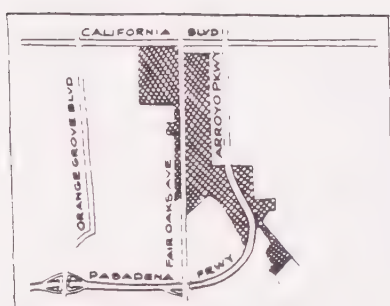
Total New Housing Units = 1,590

Total New Non-Residential Square Footage = 1,600,000

General Commercial	= 1,190,000
Institutional	= 410,000

This allocation of housing units and non-residential square footage may be used either in the area outside of the seven areas described above or it may be applied within the seven areas if needed.

b. South Fair Oaks Bio-Tech Center Specific Plan (see map p.82)



**SOUTH FAIR OAKS
BIOTECH CENTER**

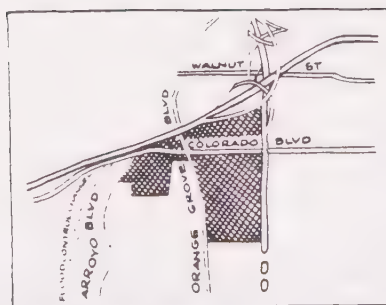
This Specific Plan will be prepared to facilitate the transition of this area to become a center for biomedical and research facilities. The Specific Plan will emphasize bio-tech development which builds on the assets of the adjacent Huntington Hospital and the nearby California Institute of Technology. The Specific Plan will provide for the continued use of Blair High School property for school use. If the Pasadena Unified School District determines that this property is surplus and should be developed with a different use than a school, the General Plan and Zoning will need to be amended. Transit oriented development will be encouraged around the proposed light rail station at Fillmore between Raymond and Arroyo Parkway. Up to 300 units can be developed at or near the light rail station at Fillmore. Huntington Hospital has an adopted Master Plan which is intended to serve as the basis for future development for 40 years (1987 - 2027). This master plan is presently being amended to include additional property adjacent to the hospital. The Specific Plan will explore the potential of designating all or part of this area a redevelopment project area.

Total New Housing Units = 300

Total New Non-Residential Square Footage = 1,550,000

General Commercial	= 325,000
Industrial	= 900,000
Institutional	= 325,000

c. West Gateway Specific Plan (see map on p.83)



WEST GATEWAY

The West Gateway Specific Plan will focus on the arts, culture and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium and this focus will be encouraged and strengthened through the Specific Plan. The Specific Plan will incorporate the existing parks and existing setback requirements. Any historic structures identified through the historic inventory must be preserved such as the Vista del Arroyo bungalows. Mixed use development will be encouraged in this area. No hotels will be permitted unless the Specific Plan process designates a hotel site. The Vista del Arroyo bungalows will be used for offices or housing with the emphasis on reusing the bungalows. The Specific Plan will seek

to establish a link to Old Pasadena over the bridge through alternatives such as temporary vendors or retail carts or through pedestrian improvements which encourage people to move freely between the two areas. The Specific Plan will set up guidelines to encourage more intense development north of Colorado Boulevard, rather than on the south.

With Planning Commission and City Council approval, and compliance with performance standards, an additional 200,000 square feet could be available east of Orange Grove. These standards are either the completion of a Master Plan which identifies the use and location of the square footage or the completion of the Specific Plan which identifies the use and location of the square feet.

Total New Housing Units = 75

Total New Non-Residential Square Footage = 800,000*

General Commercial	= 350,000
Institutional	= 250,000

* With 200,000 square feet contingent upon performance standards.

d. East Pasadena Specific Plan (See map on p.84)

This specific plan will focus on providing additional employment opportunities for the City by facilitating expansion of existing businesses and development of new businesses. It consists of industrial and retail areas on both sides of the 210 freeway. The three areas which comprise the specific plan area are described below.

d1. East Foothill Industrial District

In this area, the Specific Plan will encourage this area's continued use as an industrial district with moderate amounts of additional office and commercial development. The Specific Plan will facilitate transit oriented development near the proposed light rail station at Sierra Madre Villa and the 210 freeway. The completed San Gabriel Redevelopment Project Area is within the boundaries of this subarea.

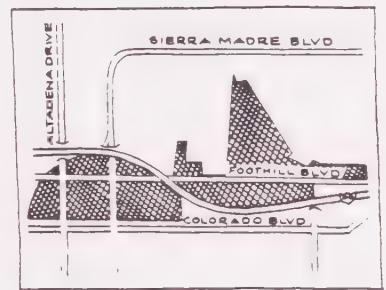
Total New Housing Units = 0

Total New Non-Residential Square Footage = 900,000

Industrial	= 700,000
General Commercial	= 150,000
Institutional (including child care)	= 50,000

d2. Foothill, Rosemead, Sierra Madre Villa

In this area, the Specific Plan will encourage additional industrial and office development with a limited amount of supporting retail/commercial development. Child care to support employees should be encouraged. The use of the Pasadena Unified School



EAST PASADENA

District's property on Foothill Boulevard (formerly the Continuation School) for either institutional/educational or commercial/industrial use will be encouraged. The adjacent city-owned property to the east, which is not deed-restricted for open space and the Edison right-of-way, could be used as parking to support the development of the PUSD property.

During the Specific Plan process this area may be considered for retail development such as discount stores with a conditional use permit. Traffic impact on the surrounding neighborhood and the feasibility of industrial and environmental park uses will also be addressed during the specific plan process. Until completion of the Specific Plan, discount retail/big box will not be considered in this area.

Transit oriented development will be encouraged around the proposed light rail station at Sierra Madre Villa and the 210 freeway.

Manufacturing and offices are encouraged in the Foothill, Rosemead, and Sierra Madre Villa Boulevard area and protecting the existing industrial uses in the area. An environmental park may be established in this area. An environmental park is a specialized type of business park which focuses on land uses which are intended to provide for the development of products and technologies to improve the quality of the environment. During the development of the Specific Plan, incentives to encourage environmental park uses will be identified. The range of uses permitted in an environmental park would include research and development, light manufacturing, and engineering laboratories. Supportive uses such as professional offices, small scale eating establishments, and child care facilities will provide needed services to employees of the immediate area.

In contrast to other Specific Plan areas, the "flexibility factor" for this area will be 50% rather than the 25% described on page 44.

Total New Housing Units = 400 (300 at or near the light rail station)
Total New Non-Residential Square Footage = 1,175,000

Industrial	= 500,000
General Commercial	= 600,000
Institutional (including child care)	= 75,000

d3. Hastings Ranch/Foothill-Rosemead Shopping Center Areas

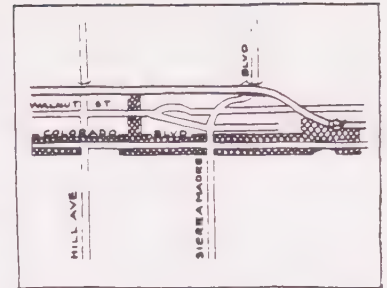
In this area, the emphasis will be on enhancing the existing retail development and improving pedestrian access between the separate shopping areas. Transit oriented development will be encouraged in this area.

Total New Housing Units = 0
Total New Non-Residential Square Footage = 25,000

General Commercial	= 25,000
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e. East Colorado Boulevard Specific Plan (see map on p.85)

This Specific Plan will identify areas of East Colorado Boulevard which are appropriate locations for developing mixed use projects and housing projects and areas where commercial development should be concentrated. The Specific Plan will analyze the corridor between Colorado Boulevard and the proposed light rail station at Allen and the 210 freeway for appropriate pedestrian and circulator links. Establish mechanisms to protect the single family residential area north of the freeway on Allen from the impacts of the light rail station and protect the residential areas surrounding the Specific Plan.



EAST COLORADO
BOULEVARD

Land uses such as retail shops and offices are encouraged in the area of Hill Avenue by Pasadena City College, Colorado Boulevard at Sierra Madre Boulevard, and Allen Avenue at Colorado Boulevard. Membership, retail, discount, department stores and auto dealers are primary land uses that are encouraged to anchor the eastern entrance of the City on Colorado Boulevard. These uses will also serve residents of adjacent cities.

The overall purpose of this Specific Plan is to break up long stretches of strip commercial with residential uses and cluster commercial uses in nodes which will be identified by the Specific Plan.

Total New Housing Units = 750

Total New Non-Residential Square Footage = 650,000

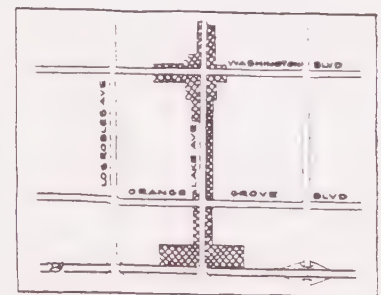
General Commercial	= 550,000
Institutional (including child care)	= 100,000

f. North Lake Specific Plan (See map on p.86)

The Specific Plan will focus on developing design standards and on identifying areas for mixed use development on North Lake and the frontage of East Washington between Lake and El Molino, with an emphasis on providing a pedestrian-friendly environment.

Some of the goals of the Specific Plan are:

- to move away from auto-oriented uses
- to create a pedestrian-friendly environment
- to develop streetscape and landscape plans
- to develop design standards
- to protect residential areas from impacts of commercial development



NORTH LAKE

One goal of the Specific Plan will be to buffer residential uses from commercial development on Lake Avenue. Limiting commercial hours of operation for compatibility with adjacent residential neighborhoods will be included in the Specific Plan. Mitigation of traffic impacts will be investigated to determine the most desirable methods. Reducing auto-oriented uses, such as drive-through businesses, in favor of businesses oriented to pedestrians will be a focus. An appropriate mix of residential densities within the mixed-

use development will be determined in the Specific Plan. Possible extension of the landscape median on North Lake will be evaluated, along with pedestrian amenities.

The area between Villa Avenue and Maple Avenue, near the proposed light rail station at Lake and the 210 Freeway, will be studied to accommodate appropriate transit-oriented development. In this area, High Density Residential development (up to 48 dwelling units per acre) will be permitted, with the density bonus for affordable housing providing possible densities above 48 units per acre.

The Lake/Washington Redevelopment Plan will be incorporated into the Specific Plan for North Lake.

Total New Housing Units = 500
Total New Non-Residential Square Footage = 175,000

General Commercial = 175,000

2. ZONE CHANGES AND ZONING CODE AMENDMENTS

Several areas of the city will be the subject of zone change studies and amendments to the zoning code to implement the goals and policies of the General Plan. Other areas will require zone changes in order to achieve consistency between the General Plan and the Zoning Code.

The zoning code revision will investigate creative design solutions and flexible development standards to reduce the impacts of traffic and noise on residents who live along the Corson and Maple Smart Corridors.

Detailed maps of each area are in the Implementation Maps - Section G of this document.

a. North Fair Oaks Avenue (See map on p.87)

A proposed Community Health Center on North Fair Oaks Avenue may require a zone change from the existing zoning of multi-family residential to a category which would facilitate the development of a health center.

The existing zoning designation is RM-32 (Multi-family residential, 32 units per acre). The intent of the zone change study will be to reduce the density of the area to RM-16 (Multi-family residential, 16 units per acre).

Although the existing zoning calls for multi-family residential development, many institutional uses are continuing to operate because of their legal non-conforming use status. A study should consider the feasibility of modifying the rules for continuation of the non-conforming uses to limit the possibility of perpetual continuation of uses which are incompatible with residential uses.

The name, Pasadena, formally adopted in 1875. The name is derived from the Chippewa language and means "Crown of the Valley" or "Valley Between Two Hills".

b. Northwest Low Density Area (See map on p.88)

This area has preserved its low density residential characteristics despite the multi-family zoning designations of RM-16 (Multi-family residential, 16 units per acre) and RM-32 (Multi-family residential, 32 units per net acre). To preserve this relatively low density area, it is recommended that there be a zoning study with the intent of changing the zoning to RM-12-2 (two units per site) to reduce housing and population density. The major streets within this area, such as Raymond from Washington to Orange Grove and Marengo from Orange Grove to Mountain will be carefully examined to determine if they should retain a higher density than the local streets.



The general plan designation for this area is Low-Medium Density Residential.

c. North Allen Avenue (See map on p.89)

The section of North Allen Avenue located between Brigden Road and East Washington Boulevard is currently zoned RM-16 (Multi-family residential, 16 units per acre) and RM-32 (Multi-family residential, 32 units per net acre), but all RM-16 zoned residential lots with exception of one (quadruplex) are developed with single family residences and duplexes. A zone change to RS-6 (Single family residential, 6 units per acre) will preserve the low density residential character of neighborhoods located on both sides of North Allen Avenue. The area on North Allen designated Limited Commercial (CL) shall remain as a neighborhood serving commercial area.

d. Hill/East Washington Boulevard (See map on p.90)

This area is generally located northeast of Hill Avenue and East Washington Boulevard, including both sides of Hill. This is a low density residential neighborhood with some multi-family development located in the northeast section where the zoning is RM-32 (Multi-family residential, 32 units per net acre). In order to preserve this area in its current condition, a zoning study will be necessary. The intent of the study is to change the area to RM-12-2 (2 units per parcel) zoning which would allow the construction of an additional unit on the single family home sites and prevent the construction of large scale multi-family developments.

The general plan designation is Low-Medium Density Residential to accommodate this zoning designation.

e. Planned Development #1 (PD-1) - New York Drive (See map on p.91)

The PD1 site, located in the Eaton Canyon area, north of Sierra Madre Boulevard, is envisioned as an environmental business park with environmental businesses, offices, and research and development. An amendment to the PD-1 development standards will be needed.



f. Rose Avenue Tennis Courts (See map on p.92)

The Rose Avenue site (4.61 acres), a property owned by the Pasadena Unified School District, is currently zoned RS-1 (Single Family Residential, one unit per net acre) and is developed with 10 tennis courts. The tennis court site is located on the northern limit of Pasadena High School and is adjacent to a larger parcel which was developed as Rose Court Planned Development (PD-17) in late 1980's. PD-17 includes single family (attached and detached) residences. This site could be developed with the same density as Rose Court (12.9 units per acre). In addition, the same standards and conditions such as only detached single family housing fronting Rose Avenue, would be made part of the development standards.

The general plan designation for this site is Low-Medium Residential Density.

g. El Molino at Mountain (See map on p.93)

This area includes the area east of El Molino, south of Mountain. The existing zoning designation is RM-32 (Multi-family residential, 32 units per acre). The intent of the zone change study will be to reduce the density of the area to RM-16 (Multi-family residential, 16 units per acre).

h. Fair Oaks Corridor (See map on p.94)

The Housing and Development Department in conjunction with the Planning Division shall pursue additional land use analyses and zoning ordinance revisions and/or redevelopment plan amendments to prohibit incompatible land uses which inhibit commercial/industrial revitalization activities.

i. Green Street between Holliston and Wilson (see map on p.95)

This zoning study will look at all four corners at Green Street and Holliston Avenue to determine whether to change from Limited Commercial to General Commercial.

j. Woodbury between Windsor and Casitas (see map on p.96)

The intent of this zone change study will be to examine the Pasadena Unified School District (P.U.S.D.) property north of Muir High School to determine if it is appropriate to change the zoning designation from Institutional to Industrial.

k. Wilson at San Pasqual (see map on p.97)

The intent of this zone change study will be to examine this property adjacent to the California Institute of Technology to determine if the

zoning should be changed to Institutional or to a lower density residential designation than the existing RM-48 (multi-family residential, 48 units per acre).

3. GREEN SPACE ELEMENT OF THE GENERAL PLAN

The City will revise the mandatory Open Space Element of the General Plan which will be called the "Green Space Element." This element will incorporate all the existing plans prepared for open space and park areas and will also include several new planning and implementation efforts.

During the development of the Green Space Element, the need for new zoning designations for natural and recreational open space will be investigated.

The Lower Arroyo Seco has an existing master plan to govern development and protection of this unique part of the Arroyo. Other parts of the Arroyo Seco include the area extending from the proposed Devil's Gate multi-use area through Brookside Park to the Lower Arroyo Park. The Devil's Gate Area has been extensively studied and is planned through the Devil's Gate Multi-Use Plan. The Arroyo provides not only opportunities for recreation but also a complex riparian ecosystem within the city limits. The Green Space Element will address development of recreational opportunities and protection and restoration of the ecosystem, while recognizing the important existing water supply and flood control functions of the area.

Eaton Canyon is home both to natural areas and to developed recreational sites. A master plan shall be prepared to include the existing OS (Open Space) zoned area associated with the civil defense site and pistol range, Eaton Wash Park, and the area down to the 210 Freeway. Existing natural areas will be protected under the plan. Recreational opportunities may be developed in some areas of Eaton Canyon such as the area immediately north of Foothill Boulevard.

The following City parks already have master plans:

- Brookside Park
- Brookside/Rose Bowl - Area "H"
- Central Park
- Eaton/Blanche
- Hamilton Park
- Jefferson Park
- Lower Arroyo Park (not finalized)
- McDonald Park
- Memorial Park (not finalized)
- Robinson Park
- Victory Park
- Villa-Parke Center
- Washington Park

These plans will be incorporated into the Green Space Element and updated if necessary. The Element will also investigate sources of financing to implement these park plans.





Neighborhood Parks can provide smaller open space experiences within the developed city. The City shall prepare a study of sites potentially suitable for small parks of at least 1 acre. The study will include sites in both residential and commercial districts. Though emphasis will be placed on city-owned land and parts of the former Santa Fe Railroad Right of Way, privately-held sites will also be considered. Neighbors of potential sites shall be included in discussions when the study is prepared.

The Green Space Element will investigate what steps are necessary to utilize school playgrounds and playing fields as park or open space areas. In many cases, school playgrounds are already functioning as neighborhood parks, but facilities such as restrooms and drinking fountains are unavailable when the schools are closed.

The urban forest is a significant asset contributing to the quality of life in Pasadena. Strategies to protect and enhance our urban forest will be an important component of the Green Space Element.

4. DESIGN PRINCIPLES AND CRITERIA



On June 23, 1992, the City Council adopted citywide design principles to guide development and make buildings and open spaces that are particular to the place and establish conditions that give coherence to the city.

These Design Principles are written with a clear objective in mind: They are a means for achieving qualities that are desired, not simply a means for avoiding anticipated errors. They should set the groundwork for an exchange between the architects, the developers and the community of which the project will form a part. The fundamental and special purpose in this instance is to achieve a cohesive city that provides interest and amenity for its citizens.

Objective: Architectural Excellence in Building and Open Space

Architecture that is excellent is fit uniquely to its place, works directly with the techniques and pressures of its time, is the result of an intense vision of human possibility and will sustain continuing critical examination.

The City of Pasadena is committed to the goal of architectural excellence. Guidelines alone will not automatically cause this to happen. Excellence is the result of appropriate capital investment, guided by the collaboration of quality architects, clients with vision and a City that demands such excellence.

The guidelines below draw attention to factors that will make buildings particular to the place and set out conditions that will give coherence to the City. This, in turn can cause individual building projects to each make an appropriate contribution to the whole, to become valuable parts of the City rather than stand-alone objects.

Guiding Principles:

1. Enhanced Environment

The first principle is that all **building projects alter an existing environment**. Projects should be shaped to improve that environment for the public, as well as to fulfill the economic objectives of the City or a developer.

Buildings and open spaces should support the distinctiveness of localities and regions. They must be designed to relate to and support the special characteristics of the existing fabric of the site's immediate surroundings as well as to the larger environment of which they are a part. They should refer to the natural, social and built history of the place.

The fundamental qualities of architectural integrity and of access to light and air must control the design. Buildings should allow sun to penetrate to the sidewalks and outdoor spaces.

Open spaces and streets must be as carefully designed as buildings. Their quality is defined by the quality of buildings and landscaping that surround them. They are the living rooms of the City and are as important to it's citizens as the buildings.

Historic buildings should be rehabilitated so that they remain a reflection of the City's past as they become active participants in its present. When new development is adjacent to historic structures, it should respect the existing fabric and employ design devices that provide a transition between the old and the new -- while still contributing its own distinctive qualities.

All building projects should be environmentally sustainable; through the use of design devices and technology, projects should minimize utilization of and dependence on energy, water and other finite resources.

2. Human Values

The second principle is that **buildings and places serve as indicators of human values**; they reflect the concerns of the people who are responsible for building them. Projects should reflect concern for the well-being of citizens -- for workers, visitors, neighbors and passersby - and they should embody cultural values. They should be accommodating, inspiring, comfortable and enduring.

Buildings should be inviting and should sustain attention. They should be designed to emphasize proportions and measurements that reflect the presence and importance of people. They must accommodate the patterns of anticipated use, yet be constructed so that changes in use can be accommodated.



Public movement within buildings and open spaces should be along passages that are capacious and clear. Circulation systems should offer choices to those who are familiar with the place without confusing those who are not.

New buildings should reflect the concerns of the community and provide an enduring investment.

3. Imagination and Creativity

The third principle is that **buildings and places result from the interactions of many imaginations.** Guidelines should be structured to encourage creative response at many scales and on the part of the various people and cultures involved in designing and making places and their constituent parts.

Each architect, builder and developer should understand that he or she is becoming a founder of the city by contributing a project to its history. As individuals they are making a permanent contribution to the urban landscape that is cared about and used by the citizenry of Pasadena.

Pasadena's built environment is the result of the contributions of many cultures. They give variety and distinction to the area and provide for the kind of diversity which is fundamental to the sense of a democratic city.



Fundamental Qualities of Building and Open Space:

The basic qualities of buildings and places that are inviting and sustain attention include:

- a distinctive hierarchy of publicly accessible spaces and significant landmark features and buildings
- entries and visual transparency that create frequent points of interest along public streets
- the use of architecture and landscaping to create strong edges to and containment of open space
- differentiated kinds of passages
- frequent access to light and outlook
- vertical interconnections
- ease of access for the physically impaired
- well crafted, durable materials
- flexibility of use
- elements that are human scaled
- elements that relate to human acts (e.g. steps, seating, gathering places, etc.)
- passages, terraces, balconies and courts
- building elements that are characteristic of major institutions such as churches
- evidence of artistry and craft, ornament and symbolism
- the use of the ordering principles of:
 - axis/ datum
 - internal and contextual harmony / balance
 - hierarchy / emphasis

- rhythm / repetition
 - as related to line, plane, mass, volume, light, color and texture
- the use of:
 - proportion / scale
 - as related to human use, ceremony and function

Pasadena Elements:

These are some of the elements that give Pasadena its *genius loci*, its particular sense of place and quality:

- abundance of trees and other landscaping
- frequent and ample views of the mountains
- access to light and sun
- shade from summer sun and access to winter sun
- a wealth of cultural and architectural landmarks
- an abundance and variety of open spaces -- from urban parks and the Arroyo Seco to courtyards and gardens
- connected systems of outdoor passages, alleys, streets, courtyards and gardens
- integration of art into the fabric of buildings as well as open spaces
- prudent use of water
- diversity within a coherent whole



5. DESIGN STANDARDS

Recognizing that design affects the character of the City and the livability of its neighborhoods, the following implementation strategies are proposed to achieve the goal of high quality urban design in Pasadena:

- Streamline the City's existing process for design review (completion by March, 1993)
- Adopt specific design guidelines for the Central District Specific Plan area to include completion of the Pasadena Downtown Urban Design Guidelines (Chapter 4 - Massing Guidelines) and guidelines for South Arroyo Parkway.
- Develop specific resource guidelines for incorporation into the revised zoning code. These guidelines are proposed for: urban open spaces, landscaping, parking, zone transition areas, neighborhood commercial areas, rehabilitations of existing non-historic buildings (October, 1993).
- Convene a public outreach program, involving local residents, on design standards and design review.
- Formulate guidelines for targeted "design upgrade" area, North Fair Oaks Avenue (completion by May, 1994).
- Examine changes to thresholds and geographic areas that are subject to design review (completion by May, 1994).

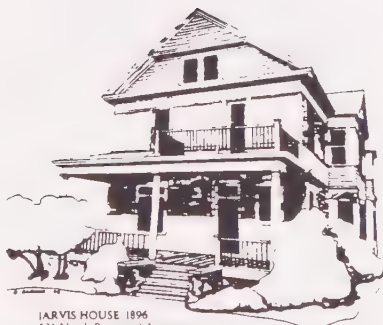
- Develop design guidelines for the East Pasadena Specific Plan area.
- The extension of Lincoln Avenue Redevelopment area design guidelines for the CG-1 district of Lincoln Avenue will be included as a future Planning Division work program item.

6. HISTORIC PRESERVATION

This program is designed to achieve the Principle - Change should be harmonized to preserve Pasadena's historic character and environment.

The basic principles of preservation planning are identification, designation and protection. Identification involves the activities of research, data collection, and evaluation. These activities define what historic resources are important, as well as, why they are important. Designation and protection involve legislative action. Preservation of the historic character of Pasadena can be accomplished if the mechanism is in place to designate historic resources and authorize review of proposals that may affect them. The following strategies are proposed to achieve the goal of preservation of Pasadena's historic character and environment:

- Complete the historic context/property type report for the City of Pasadena (in progress, to be completed by September 30, 1992).
- Complete a City-wide survey of historic resources to identify districts eligible for National Register of Historic Places designation and individual buildings/structures eligible for local and National Register designation (completion by October, 1993).
- Continue the City's long-range program of conducting Certified Local Government funded intensive surveys (ongoing).
- Prepare a preservation plan which identifies strategies to protect or minimize negative impacts to historic resources (completion by April 1994).
- Revise the Cultural Heritage Ordinance to correlate with the above information and to provide legislative implementation tools (completion by November 1994).
- Streamline review procedures by incorporating the historic resources information onto the City's Integrated Land Management System (completion by July 1994).



JARVIS HOUSE 1896
531 North Ravenna Avenue
(Home of Benjamin Jarvis, early Pasadena photographer)

7. REDEVELOPMENT PROJECT AREAS

The City has eight existing redevelopment project areas. Two of these redevelopment projects are considered completed: San Gabriel and Orange Grove. For those areas which are not in Specific Plan areas and are not completed project areas, the adopted Redevelopment

Plans will define the future development as described below.

Lincoln Avenue Redevelopment Project Area (See map on p. 103)

The General Plan designation is intended to implement the Redevelopment Plan, including the proposed residential uses.

Total New Housing Units = 100

Total New Non-Residential Square Footage = 200,000

General Commercial = 200,000

Lincoln Triangle (See map on p. 100)

This area is within the Downtown Redevelopment Project Area, but not in the Central District specific plan area. Along with the Lincoln Triangle Plan it will guide development in this strategy area.

Total New Housing Units = 150

Fair Oaks/Orange Grove area (See map on pages 102 and 105)

This area is within the boundaries of two existing redevelopment areas - the Fair Oaks Redevelopment Project Area and the Villa-Parke Redevelopment Project Area.

Total New Housing Units = 150

Total New Non-Residential Square Footage = 500,000

Industrial	= 150,000
General Commercial	= 325,000
Institutional	= 25,000

8. MASTER DEVELOPMENT PLANS

Some areas of the City are governed by existing Master Development Plans. These plans set forth the rules for development on property owned by major public institutions in Pasadena and are the implementation tools of the General Plan in these areas. The Master Plans set forth the maximum amount, type and location of future development which will occur for the institution during the lifetime of the Master Plan. Existing Master Development Plans have been adopted by the City Council for the following institutions:

- Lake Avenue Congregational Church
- Valley Hunt Club
- Annandale Country Club
- Pasadena Historical Society
- Art Center College
- St. Luke Hospital
- Las Encinas Hospital (As required by the Master Plan, the



hospital property between Millicent Way and Diana Street extending out to San Gabriel Boulevard will remain used as single family residential.)

- Chandler School
- Huntington Hospital
- Mayfield School
- California Institute of Technology
- Monte Vista Grove Homes
- Confirmed Word Faith Center
- Polytechnic School
- Fuller Theological Seminary

Additional Master Plans may be prepared for other institutions in Pasadena if necessary to guide their future development. Hillside's Home for Children is currently preparing a master plan for the expansion of their residential facilities and supporting school on Avenue 64 at Church Street.

9. ZONING CODE REVISIONS



The Zoning Code is the most important and effective tool for the implementation of the General Plan. The purpose of zoning is the establishment of land use controls intended to advance the policies of the General Plan.

The Zoning Code, Title 17 of the Pasadena Municipal Code, shall be revised to conform with and implement the revised Land use and Mobility elements of the General Plan. New zoning designations shall be established to reflect changes in land use designations. New development standards, consistent with the intensity standards and policies of the Element, shall also be adopted. These standards will reflect the objectives and policies of the General Plan. The zoning code revision will be initiated in 1993 and be completed by May 1994.

Specific amendments to the Zoning Code will include, but not be limited to:

- Addition of new development standards for RM-12-2 zoning designation.
- Addition of two different mixed use categories of zoning: 1) mixed use-urban which allows a more dense type of mixed use development and 2) mixed use-village which envisions a less dense, lower scale type of development. Both categories will permit residential uses.
- Artist loft standards will be developed as part of the zoning code revision.
- Adoption of a new residential density, RM-60 (Multi-family residential, 60 dwelling units per net acre), which will be used in targeted development areas where high density urban housing is desired.

- Addition of a floor area ratio (F.A.R.) cap on top of existing zoning for all commercial and industrial areas that are not in the Specific Plan areas. F.A.R. is the ratio of the square footage of the buildings on the site (excluding parking structures) as related to the square footage of the lot. These F.A.R. caps are:

- General Commercial (CG) = 0.80
- Office Commercial (CO) = 0.80
- General Industrial (IG) = 0.90
- Limited Commercial (CL) = 0.70 (two story height limit unless housing is included in the project. With housing, a third story may be added).

- Investigation of creative design solutions and flexible development standards to reduce the impacts of traffic and noise on residents living along Smart Corridors, primarily arterials, and mobility corridors.

- Investigate thresholds for the conditional use permit requirement for substandard lots.

These F.A.R. caps were developed after a study of the existing buildings and their existing F.A.R.s in these districts. The caps were set at a level that would allow 90 % of the buildings to expand to this F.A.R. cap. Ten percent of existing buildings already exceed this cap.

10. MANAGEMENT/ADMINISTRATION OF THE GENERAL PLAN

This section outlines the program for administering and updating the General Plan. It also recommends procedures which are intended to make the General Plan a more effective planning tool for the City.

a) Annual Reports - The annual review process will consist of public hearings before the Planning Commission, Transportation Advisory Commission, Northwest Commission and City Council on the progress in meeting the goals and objectives of the General Plan. This process will provide an opportunity to update residents on the implementation process of the General Plan.

b) Five Year Updates - At five year intervals, beginning 1998, there will be a major citizen participation effort to re-evaluate the General Plan and update or change objectives if necessary. If certain General Plan goals are not being achieved through the existing objectives and programs, amendments will be proposed to better achieve these goals. This update process will include at least two public meetings to identify community issues and concerns and at least two additional public meetings to present recommendations for revisions prior to public hearings before the Planning Commission, Transportation Advisory Commission and City Council. This will also be the time to evaluate other influences such as the economy and adjust the General Plan accordingly. The first five year period will begin with the final adoption of the General Plan in 1993.

c) General Plan Amendments - Any proposed amendments would be taken to the Planning Commission and City Council in two annual cycles - one to coincide with the annual General Plan review and a mid-year cycle. If necessary, up to two additional amendment cycles will be added each year. The following criteria must be met in order for a proposed amendment to be accepted:

- All amendments must be consistent with the overall principles, objectives and policies of the entire General Plan.
- Size - Parcel specific amendments will not be approved. If a parcel specific amendment application is received, staff will recommend to the Planning Commission a larger study area.



d) Development of a Geographic Information System (GIS) - A computerized land use mapping and information will be developed for land use tracking and other data base needs of the City. Traffic and fiscal modeling can also be integrated into the GIS system. This could assist in maintaining consistency between the Land Use and Mobility Elements.

e) General Plan's role in Budget Development - The General Plan will become an integrating tool for setting spending priorities and developing work programs for the City. These spending priorities and work programs form the basis for each year's operating budget for the City.

f) General Plan's role in the Capital Improvement Program - Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City's Capital Improvements Program (CIP) itemizes specific improvements and indicates the schedule and anticipated funding.

The Capital Improvement Program enables the implementation of the City's fiscal policies in a manner which is consistent with the goals and policies of the General Plan. For example, to implement the General Plan objective of maintaining and acquiring open space, the CIP can identify park maintenance projects or specific parcels of land to purchase. The CIP can also be used to implement targeted development objectives by locating and programming public facilities and infrastructure in areas where targeted development is planned. By stipulating land uses and intensities, the General Plan provides the basis for the design and capacity of public facilities necessary to meet the community's future infrastructure needs.

The Six Year Capital Improvement Program is prepared every two years; each preparation year will be initiated with a City Council workshop to establish priorities for General Plan implementation. A Planning Commission CIP Subcommittee should subsequently review the proposed CIP for consistency with the General Plan.

1. SPECIFIC PLANS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
<p>a. <u>Central District Specific Plan</u></p> <p>Develop policies and specific development standards for the Specific Plan to facilitate special treatment of the following eight areas:</p> <p>a1. Urban Village -North of Del Mar / West of Fair Oaks</p> <p>a2. Santa Fe Transportation Center</p> <p>a3. Urban Housing Area</p> <p>a4. Playhouse District</p> <p>a5. Lake Avenue - Office Area</p> <p>a6. Lake Avenue - Retail Area</p> <p>a7. Civic Center Master Plan Area</p> <p>Develop policies and specific development standards for the Remaining Area within the Central Business District through the proposed Specific Plan and the existing redevelopment plans.</p>			X				Planning
<p>* b. <u>South Fair Oaks Bio-Tech Center Specific Plan</u></p> <p>Develop policies and specific development standards</p>							Planning

* Where there is no date indicated, the Specific Plan will be completed in the future as determined during the Planning Department work program developed on an annual basis.

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
* c. <u>West Gateway Specific Plan</u> Develop policies and specific development standards							Planning
* d. <u>East Pasadena Specific Plan</u> Develop policies and specific development standards for the Specific Plan to facilitate special treatment of the following three areas: d1. East Foothill Industrial District d2. Foothill, Rosemead, Sierra Madre Villa d3. Hastings Ranch/Foothill-Rosemead Shopping Center Area			X				Planning
* e. <u>East Colorado Boulevard Specific Plan</u> Develop policies and specific development standards							Planning
* f. <u>North Lake Specific Plan</u> Develop policies and specific development standards							Planning

* Where there is no date indicated, the Specific Plan will be completed in the future as determined during the Planning Department work program developed on an annual basis.

2. ZONE CHANGES AND ZONING CODE AMENDMENTS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
<p>a. <u>North Fair Oaks Avenue</u></p> <p>Potential preparation of a zone change from the existing zoning of multi-family residential to a category which would facilitate the development of a health center.</p> <p>Potential preparation of a zoning code amendment to modify the rules for continuation of existing non-conforming uses to limit the possibility of perpetual continuation of uses which are incompatible with residential uses.</p>			X				Planning
<p>b. <u>Northwest Low Density Area</u></p> <p>Prepare zoning study to reduce housing and population density to preserve this relatively low density residential area.</p>			X				Planning
<p>c. <u>North Allen Avenue</u></p> <p>Prepare zone change from the existing zoning of multi-family residential to a single family residential designation to preserve the low density residential character of the neighborhood.</p>			X				Planning
<p>d. <u>Hill / East Washington Boulevard</u></p> <p>Prepare zoning study to preserve the generally low density residential neighborhood.</p>			X				Planning

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
e. <u>Planned Development #1 (PD-1) - New York Drive</u> Amend PD-1 development standards to allow the creation of supporting retail and services such as child care to make site more attractive for employees.			X				Planning
f. <u>Rose Avenue Tennis Courts</u> Prepare zone change from the existing single family residential designation to multi-family residential to be consistent with the surrounding neighborhood character.			X				Planning
g. <u>El Molino at Mountain</u> Prepare zoning study to reduce density in the area.			X				Planning
h. <u>Fair Oaks Corridor</u> Pursue Land Use analysis and zoning ordinance revisions and/or redevelopment plan amendments to prohibit incompatible land uses which inhibit commercial/industrial revitalization activities.			X				Planning and Housing & Development
i. <u>Green Street between Holliston and Willson</u> Prepare zoning study to determine whether to change the existing designation from Limited Commercial to General Commercial.			X				Planning

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
<p>j. Woodbury between Windsor and Casitas</p> <p>Prepare a zoning study to examine Pasadena Unified School District property to determine if it is appropriate to change the zoning designation from Institutional to Industrial.</p>			X				Planning
<p>k. Wilson at San Pasqual</p> <p>Prepare zoning study to examine property adjacent to the California Institute of Technology to determine if the zoning should be changed to Institutional or to a lower density residential designation.</p>			X				Planning
<p>Make zoning map consistent with the General Plan map.</p>			X				Planning

3. GREEN SPACE ELEMENT OF THE GENERAL PLAN

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Revise the mandatory Open Space Element of the General Plan and rename the "Green Space Element." Incorporate all the existing plans prepared for open space and park areas and include new planning and implementation efforts.				x			Planning, Parks & Recreation and Public Works Urban Forestry staff

4. DESIGN STANDARDS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Streamline the City's existing process for design review.		X					Planning
Adopt specific design guidelines for sub-areas within the Central District.		X					Planning
Develop specific resource guidelines for incorporation into the revised zoning code. These guidelines are proposed for: urban open space; landscaping; parking; zone transition areas; neighborhood commercial areas; rehabilitations of existing non-historic buildings.		X					Planning
Convene a public outreach program, involving local residents, on design standards and design review.		X					Planning
Formulate guidelines for targeted "design upgrade" areas to include: South Arroyo Parkway, North Fair Oaks Avenue and East Colorado Boulevard.		X					Planning
Change thresholds for the applicability of design review.		X					Planning
Extend geographic areas subject to design review .			X				Planning
Develop design guidelines for the East Pasadena Specific Plan area.							Planning
Extend the Lincoln Avenue Redevelopment area design guidelines for the CG-1 district of Lincoln Avenue							Planning

5. HISTORIC PRESERVATION

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Complete the historic context/property type report for the City of Pasadena.	X						Planning
Complete a City-wide survey of historic resources to identify districts eligible for National Register of Historic Places designation and individual buildings/structures eligible for local and National Register designation.		X					Planning
Continue the City's long-range program of conducting certified Local Government funded intensive surveys.						X	Planning
Prepare a preservation plan which identifies strategies to protect or minimize negative impacts to historic resources.			X				Planning
Revise the Cultural Heritage Ordinance to correlate with the above information and to provide legislative implementation tools.			X				Planning
Streamline review procedures by incorporating the historic resources information onto the City's Integrated Land Management System.			X				Planning

6. REDEVELOPMENT PROJECT AREAS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
a. <u>Lincoln Avenue Redevelopment Project Area</u> Implement Plan.						x	Housing & Development
b. <u>Lincoln Triangle</u> Implement Downtown Redevelopment Project Area.						x	Housing & Development
c. <u>Fair Oaks/Orange Grove area</u> Implement the Fair Oaks Redevelopment Project Area and the Villa-Parke Redevelopment Project Area Plans.						x	Housing & Development

7. MASTER PLANS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
a. <u>William Carey University</u> Prepare a Master Development Plan.							Applicant
b. <u>World Wide Church of God</u> Prepare a Master Development Plan.							Applicant
c. <u>Pacific Asia Museum</u> Prepare a Master Development Plan.							Applicant
d. <u>Hillside Home for Children</u> Prepare a Master Development Plan.							Applicant
e. <u>Westridge School</u> Prepare a Master Development Plan							Applicant

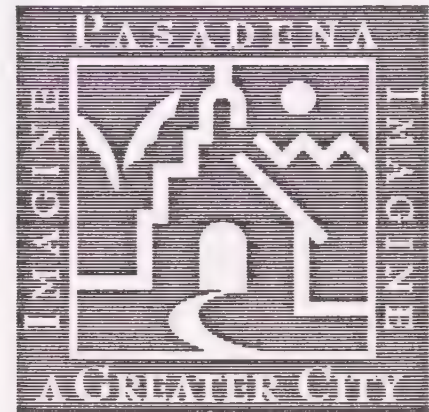
8. ZONING CODE REVISIONS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Revise Zoning Code and map			x				Planning

9. MANAGEMENT/ADMINISTRATION OF THE GENERAL PLAN

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Annual reports		X	X	X	X	X	Planning
Five Year Updates						1998	Planning
Development of a Geographic Information System (GIS)							Planning
General Plan's role in budget development						X	
General Plan's role in the Capital Improvement Program (CIP)						X	
General Plan EIR			X				Planning
Consistency between all elements			X				Planning
Implement draft General Plan		X	X				Planning

LAND USE ELEMENT



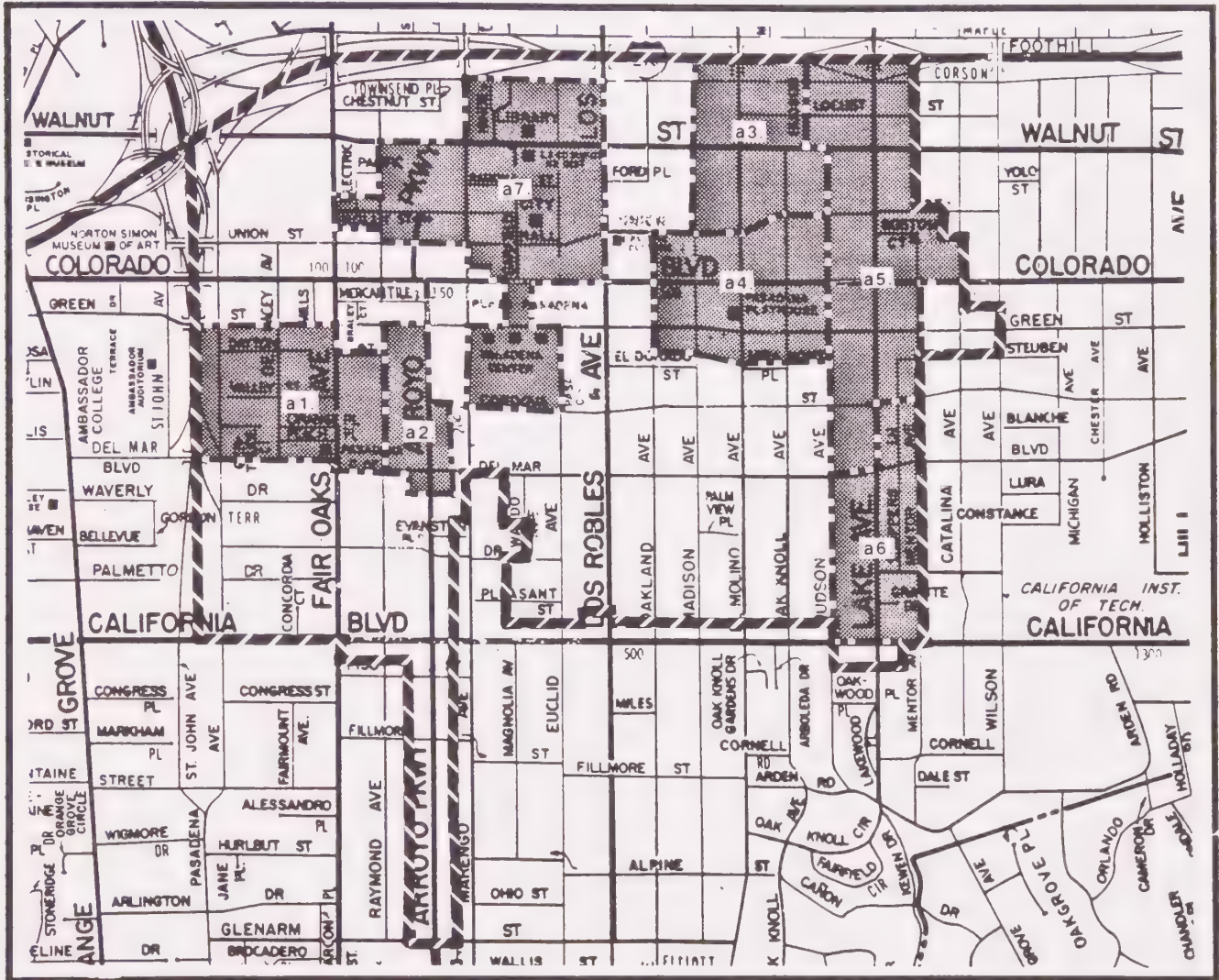
IMPLEMENTATION
MAPS

E. IMPLEMENTATION MAPS

The following maps illustrate the Specific Plan Areas and the Zone Changes and Zoning Code Amendment Areas outlined in the previous section on Implementation.

a. Central District

Map Dated: July 7, 1992



Central District Specific Plan Area

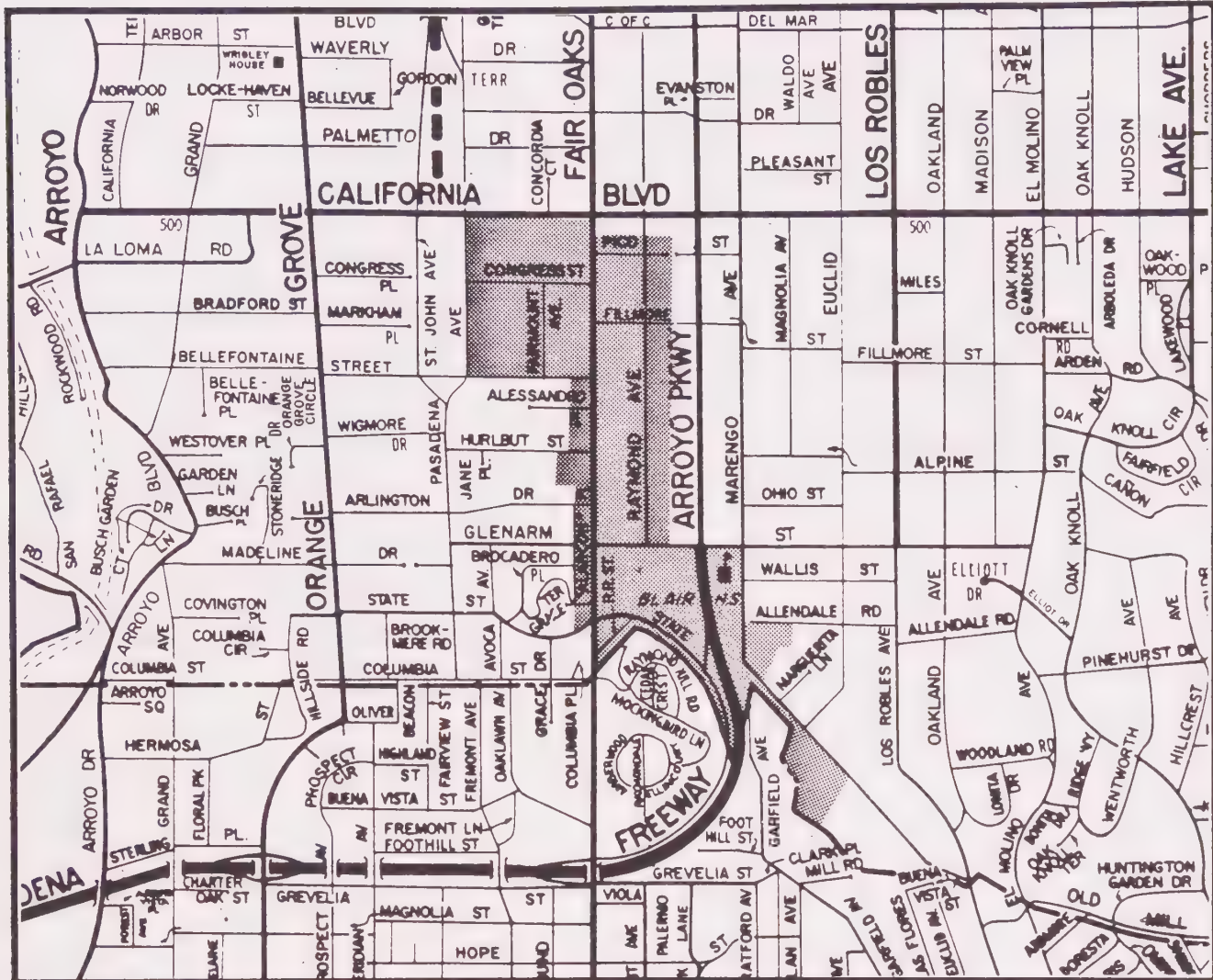
Strategy areas within Central District Specific Plan Area

- | | |
|------------------------------------|-----------------------------------|
| a1. Urban Village | a5. Lake Avenue - Office Area |
| a2. Santa Fe Transportation Center | a6. Lake Avenue - Retail Area |
| a3. Urban Housing Area | a7. Civic Center Master Plan Area |
| a4. Playhouse District | |

The Central District Specific Plan boundary follows the Central District zoning boundary, with the exception of the parcels south of California Boulevard between Oak Knoll Avenue and Hudson Avenue. This specific plan area also includes 1) the CL zoning district north of Union Street and west of Fair Oaks Avenue; 2) the parcels fronting Arroyo Parkway between California Boulevard and Glenarm Street; and 3) the parcels fronting California Boulevard between Fair Oaks Avenue and Arroyo Parkway.

b. South Fair Oaks Bio-Tech Center

Map Dated: July 7, 1992



Specific Plan Area

South Fair Oaks Biomedical Center (Technopolis)

Where the street boundaries on the map are unclear, the following boundaries shall prevail:

The western boundary between Bellefontaine Street and State Street shall follow the IG zoning district boundary.

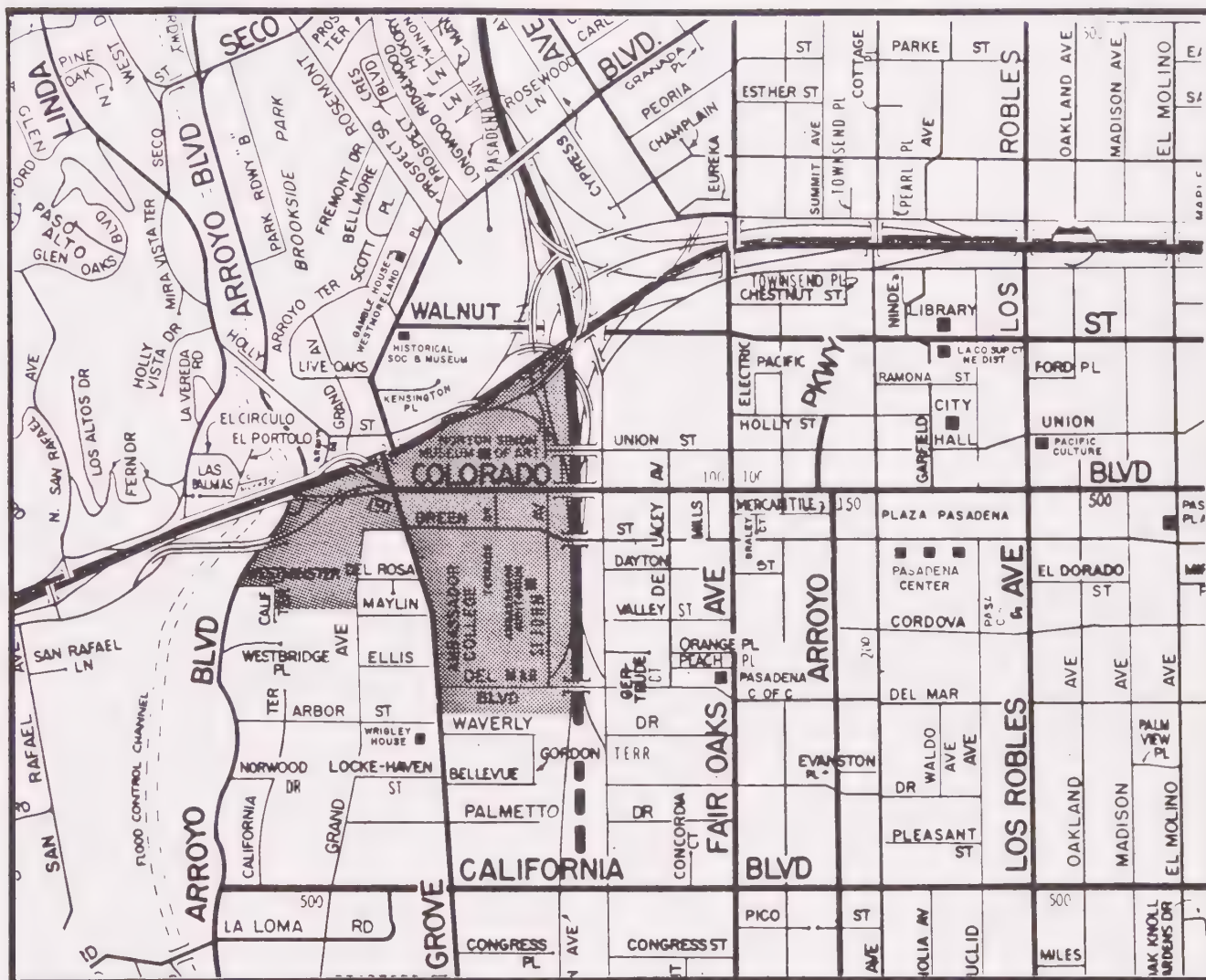
The boundary between the southern city boundary and Marengo Avenue shall follow the PS zoning district boundary. This shall also include the PS zoning district east of Marengo Avenue just south of Allendale Road.

The eastern boundary between California Boulevard and Glenarm Street shall follow the Railroad right-of-way between Arroyo Boulevard and Raymond Avenue.

The northern boundary east of Fair Oaks Avenue excludes the parcels fronting California Boulevard.

c. West Gateway

Map Dated: July 7, 1992



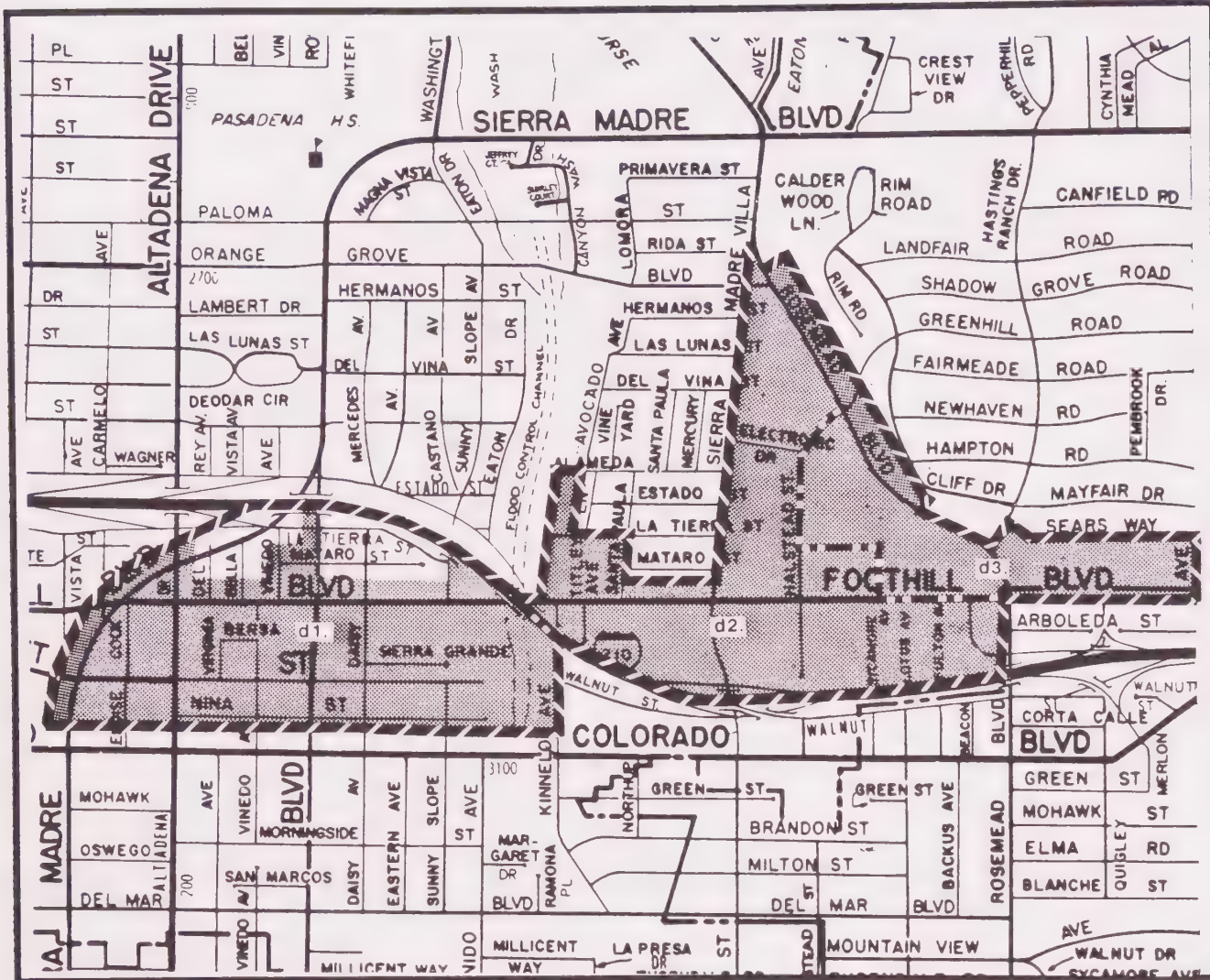
Specific Plan Area

The southern boundary between California Terrace and Grand Avenue follows the southern boundary of the PS-1 zoning district.

The southern boundary between Orange Grove Boulevard and the freeway includes the parcels fronting Del Mar Boulevard.

d. East Pasadena

Map Dated: July 7, 1992



East Pasadena Specific Plan Area

Strategy areas within East Pasadena Specific Plan Area

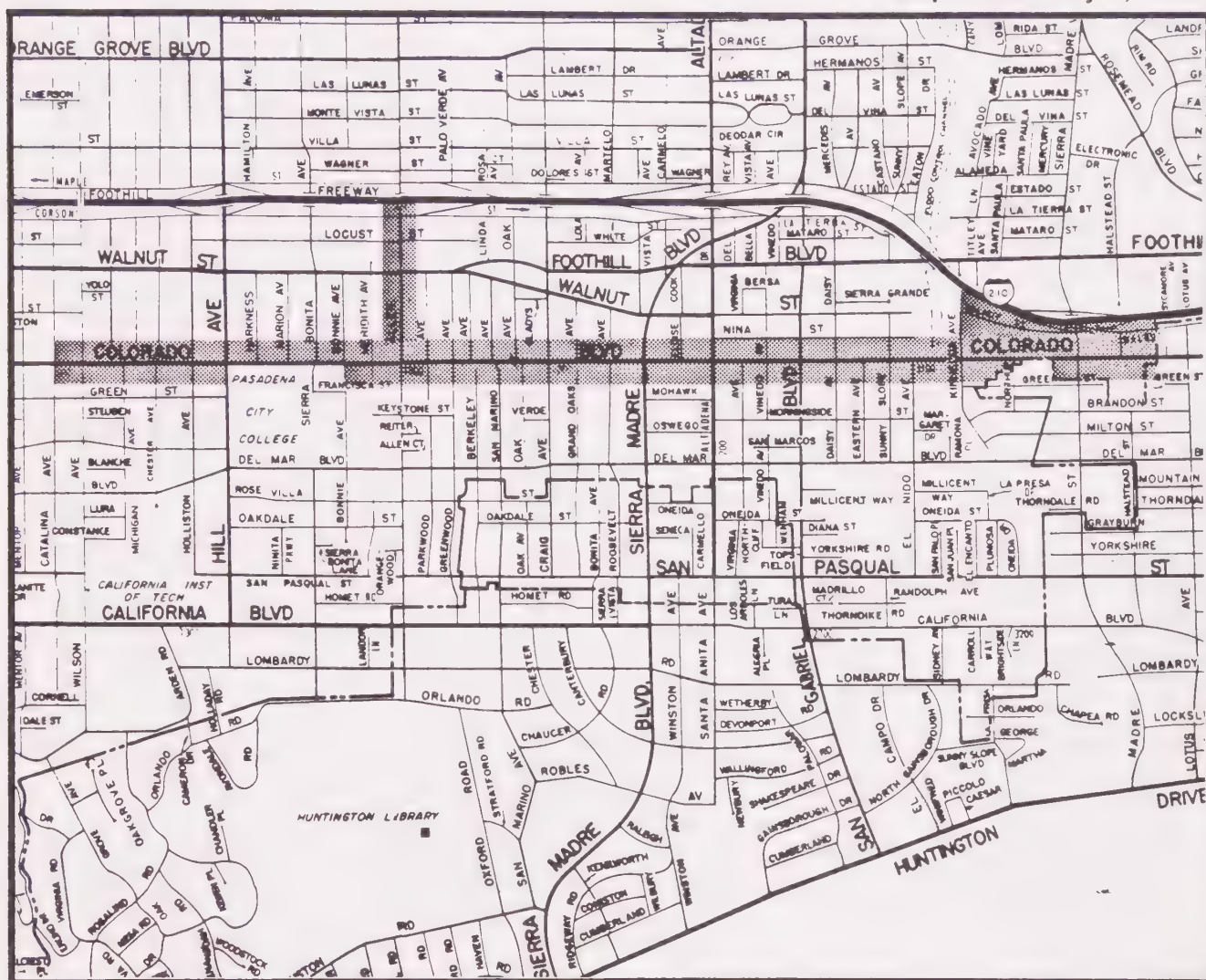
- d1. East Foothill Industrial District
- d2. Foothill, Rosemead, Sierra Madre Villa
- d3. Hastings Ranch/Foothill-Rosemead Shopping Center

The southern boundary between Sierra Madre Boulevard and Kinneloa Avenue shall follow the northern property lines of the parcels fronting Colorado Boulevard.

The western boundary between Colorado Boulevard and the freeway include the parcels fronting Sierra Madre Boulevard.

e. East Colorado Boulevard

Map Dated: July 7, 1992



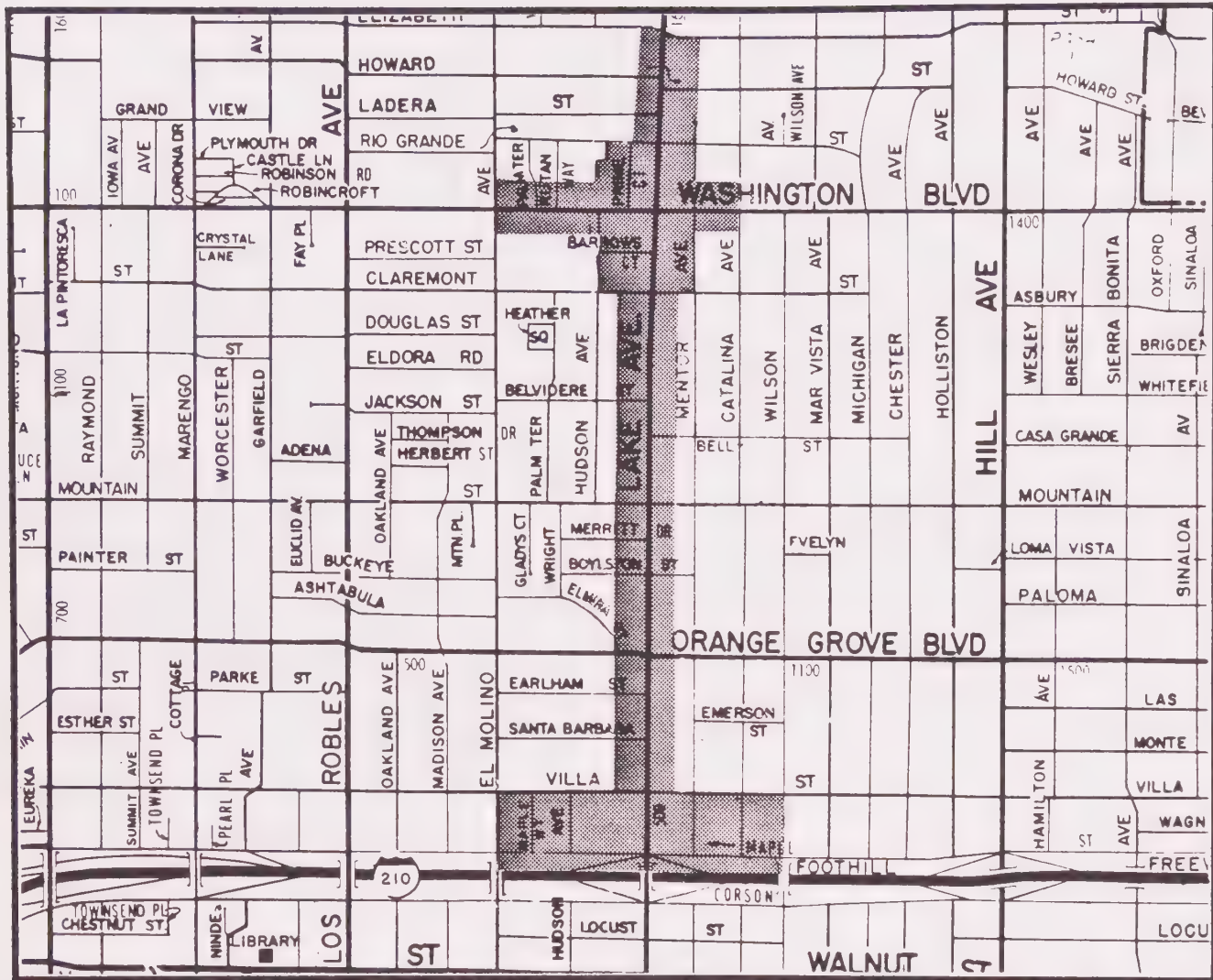
Specific Plan Area

This plan shall include all parcels with frontage on Colorado Boulevard between Catalina Avenue and the eastern city boundary, with the exception of the Pasadena City College property between Hill Avenue and Bonnie Avenue.

This plan shall also include all parcels with frontage on Allen Avenue between Colorado Boulevard and the 210 freeway.

f. North Lake

Map Dated: July 7, 1992

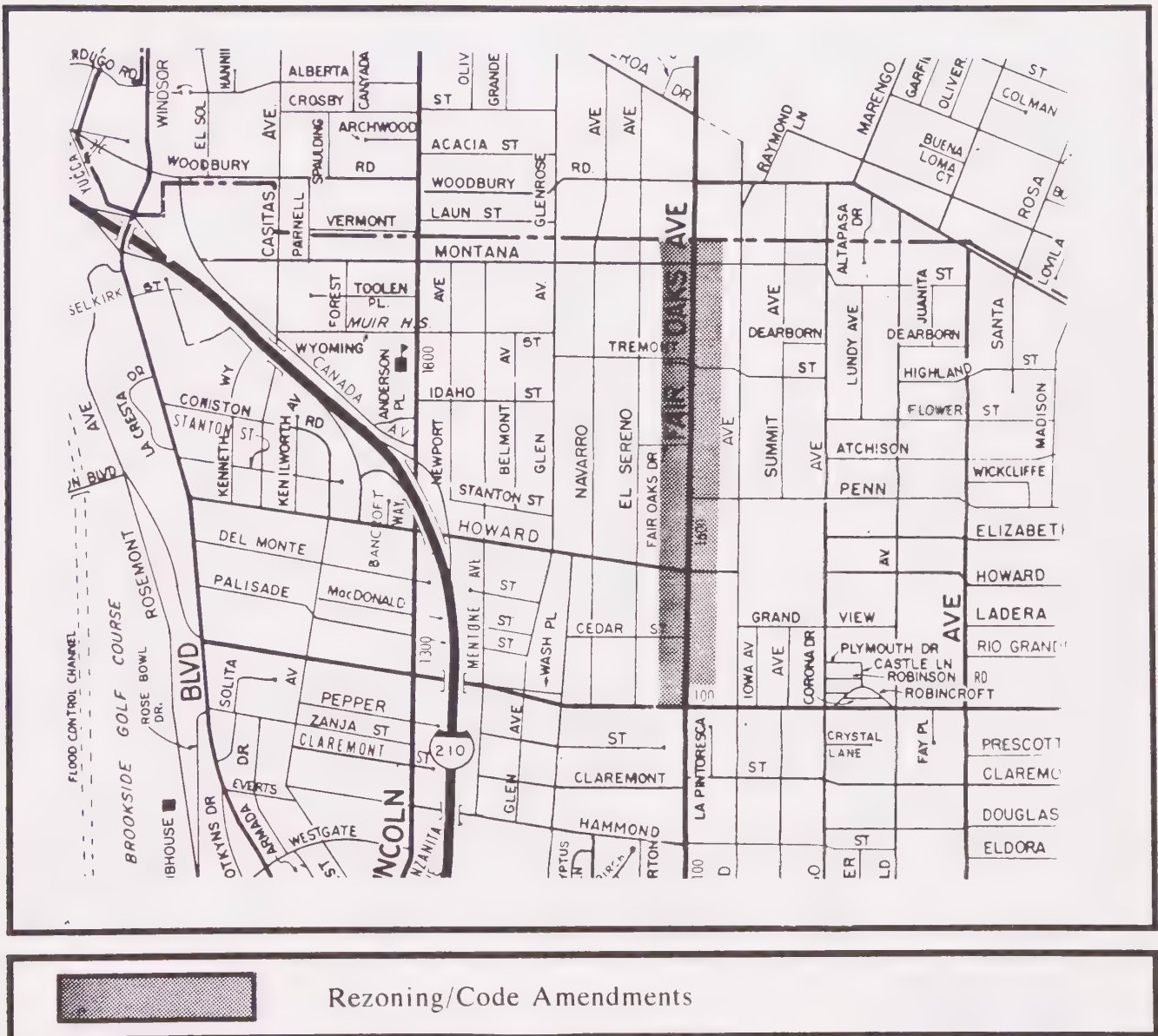


Specific Plan Area

Between the 210 freeway and Claremont Street, the boundaries shall include all parcels fronting Lake Avenue, excluding the PS district between Villa Street and the 210 freeway.

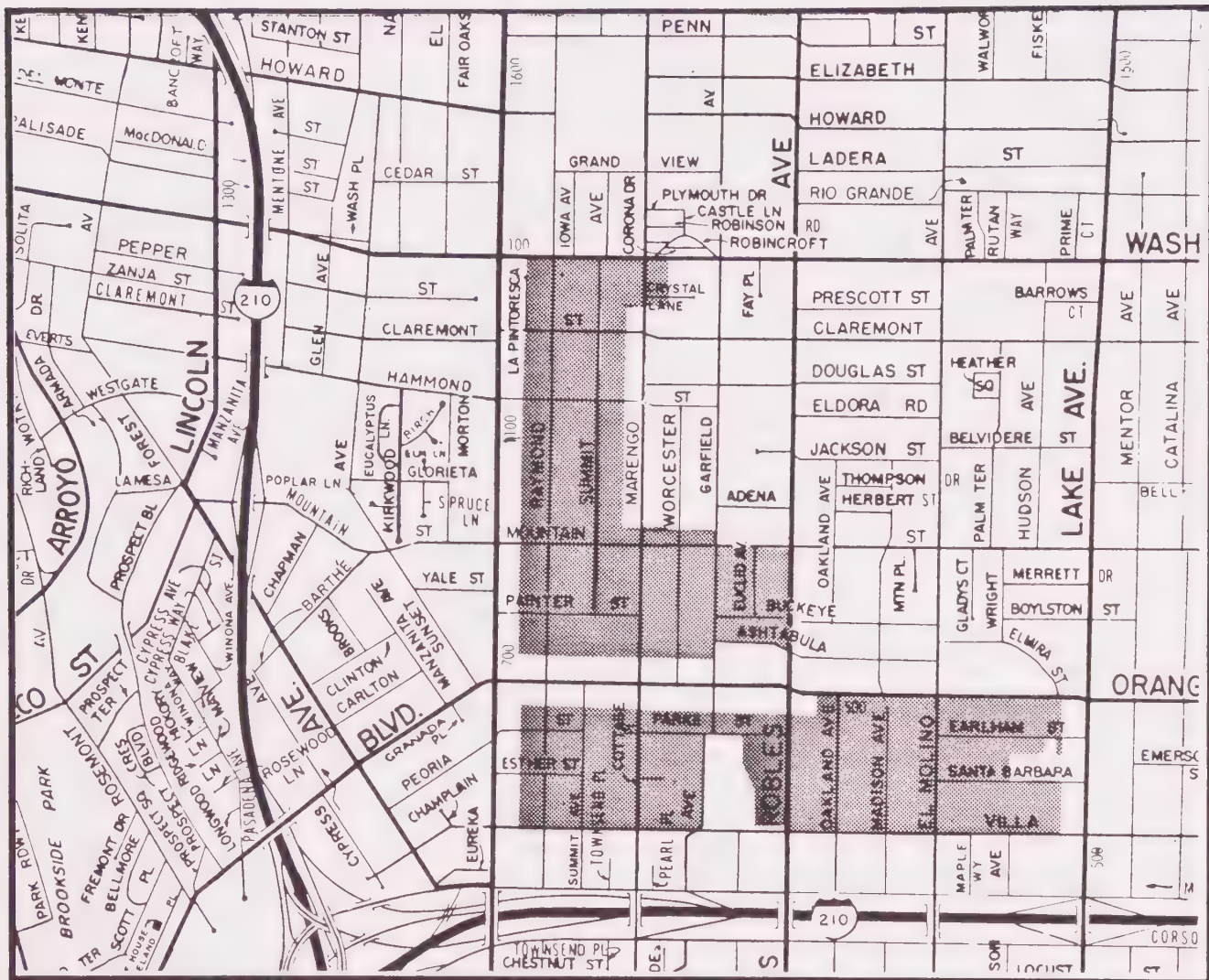
The plan shall also include 1) all parcels within the boundaries of the Lake/Washington Redevelopment Plan; 2) all the parcels along Lake Avenue within the CL SD zoning district between Elizabeth Street and Howard Street; 3) the parcels with frontage on Washington Boulevard between El Molino Avenue and the Catalina Avenue; and 4) all the parcels bounded by El Molino Avenue, Villa Street, Wilson Avenue and the Foothill Freeway.

a. North Fair Oaks



The area along Fair Oaks Avenue, between Washington Boulevard and the city boundary, includes all parcels within the RM 32 zoning district, excluding the parcels with frontage on Raymond Avenue.

b. Northwest Low Density Area

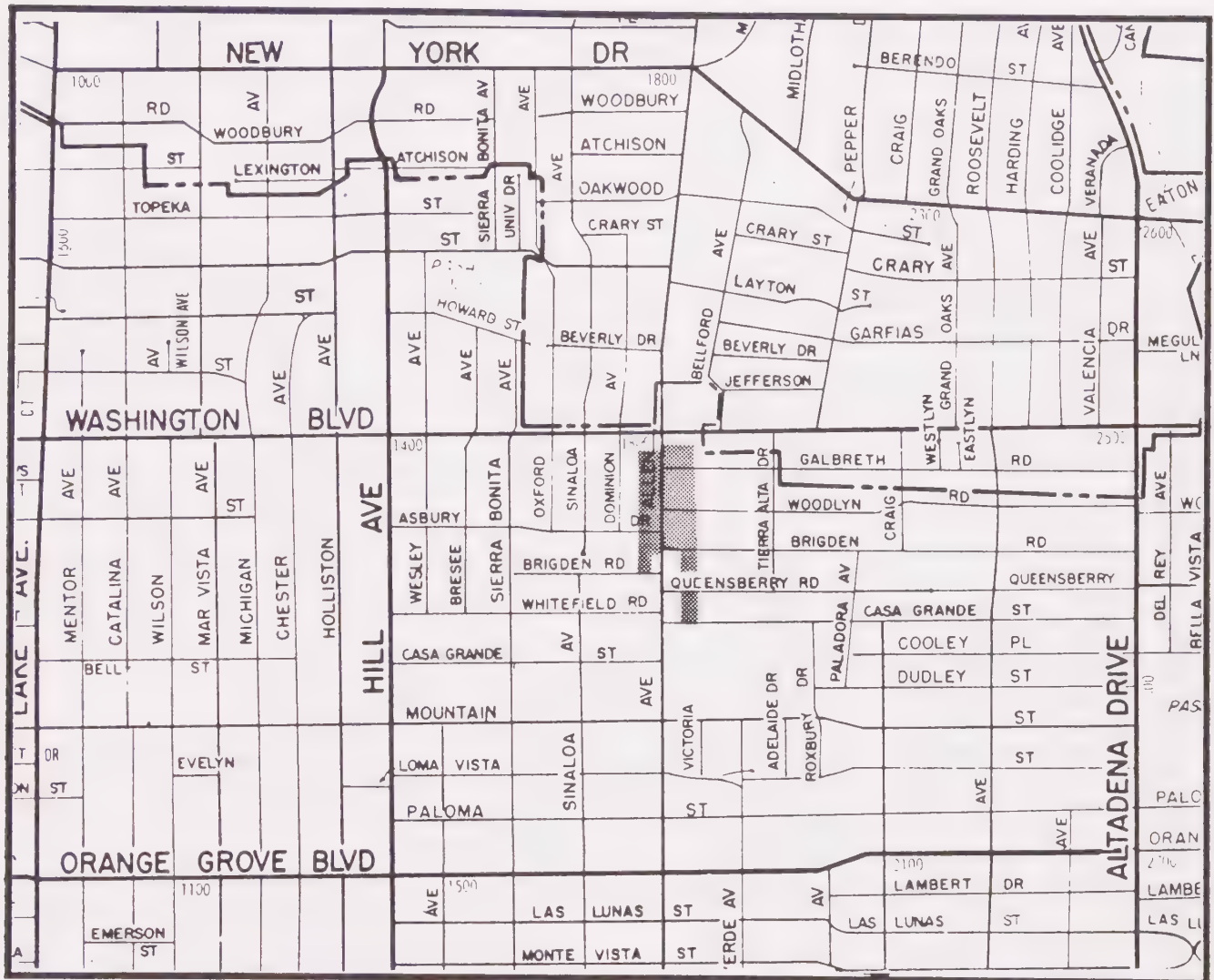


Rezoning/Code Amendments

Area north of Orange Grove Boulevard and south of Washington Boulevard: The eastern boundary follows the RM 16 zoning district. The western boundary follows the RM 16 and RM 32 zoning districts excluding any parcels with frontage on Fair Oaks Avenue. The southern boundary between Garfield Avenue and Fair Oaks Avenue follows the RM 16 and RM 32 zoning districts.

Area south of Orange Grove Boulevard and north of Villa Street: The boundaries follow the RM 16 and RM 48 (HL 36) zoning districts and exclude the OS and PS zoning districts.

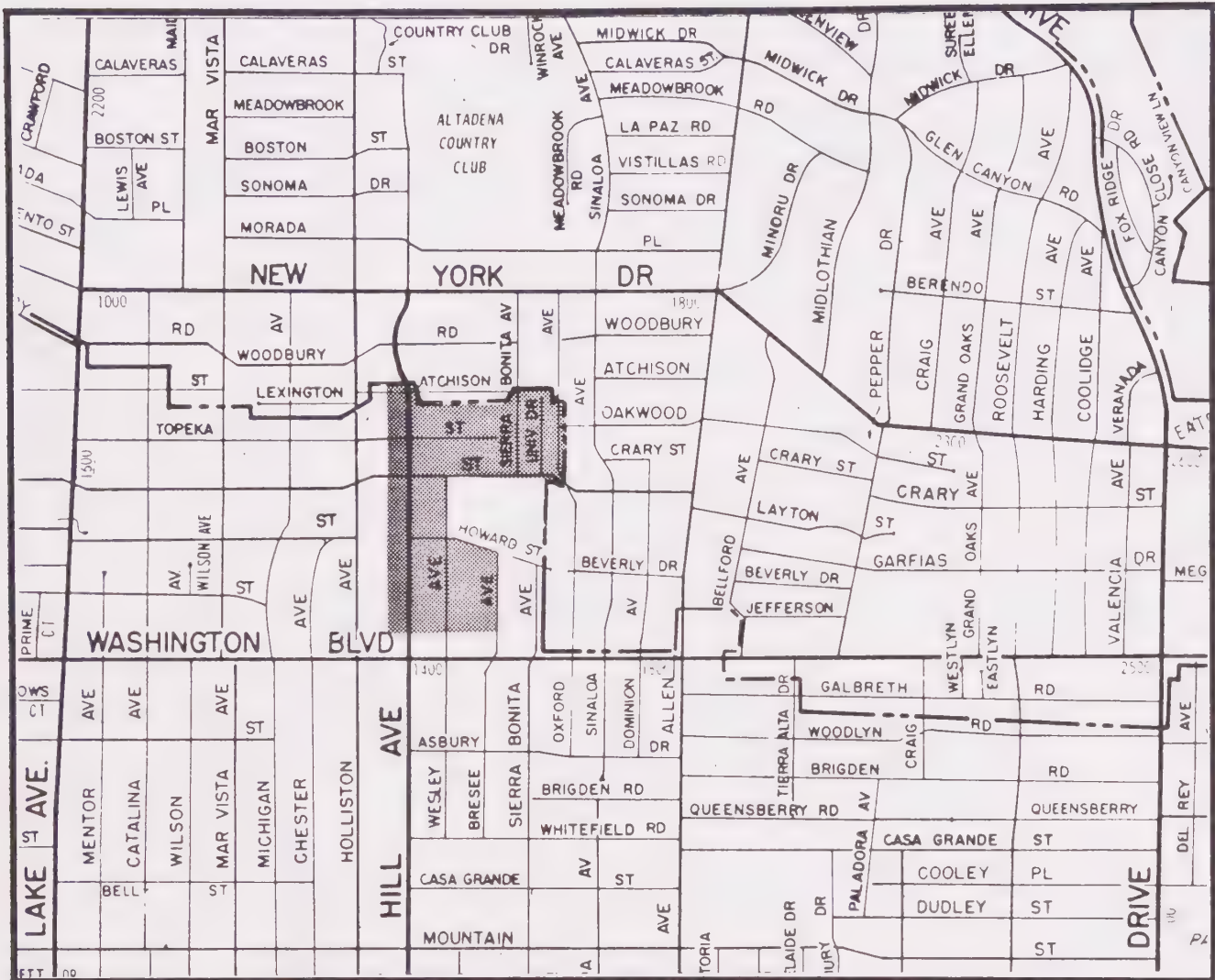
c. North Allen Avenue



Rezoning/Code Amendments

The area between Washington Boulevard and Casa Grande Street includes all parcels within the RM 16 and RM 32 zoning districts.

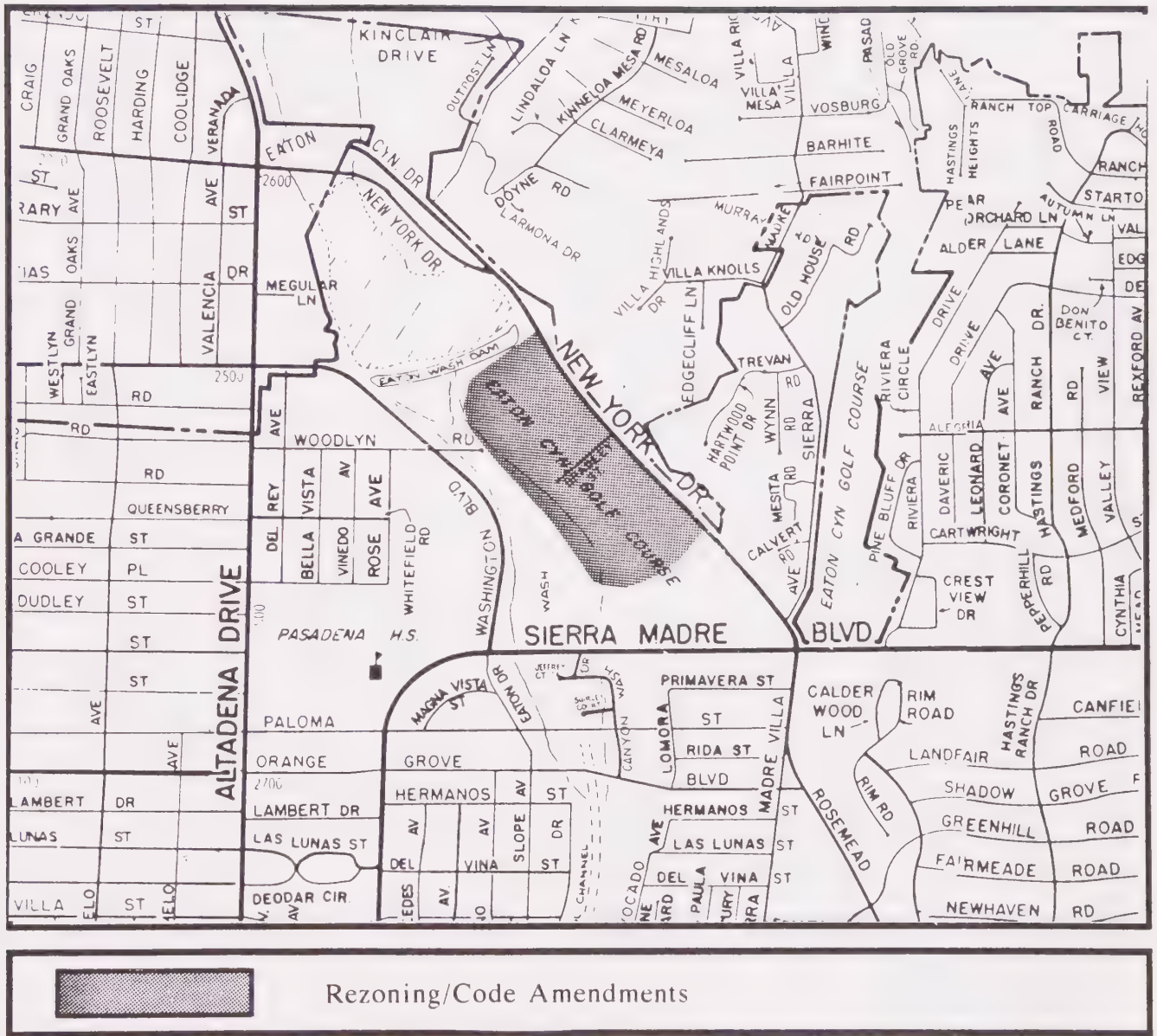
d. Hill/East Washington Boulevard



 Rezoning/Code Amendments

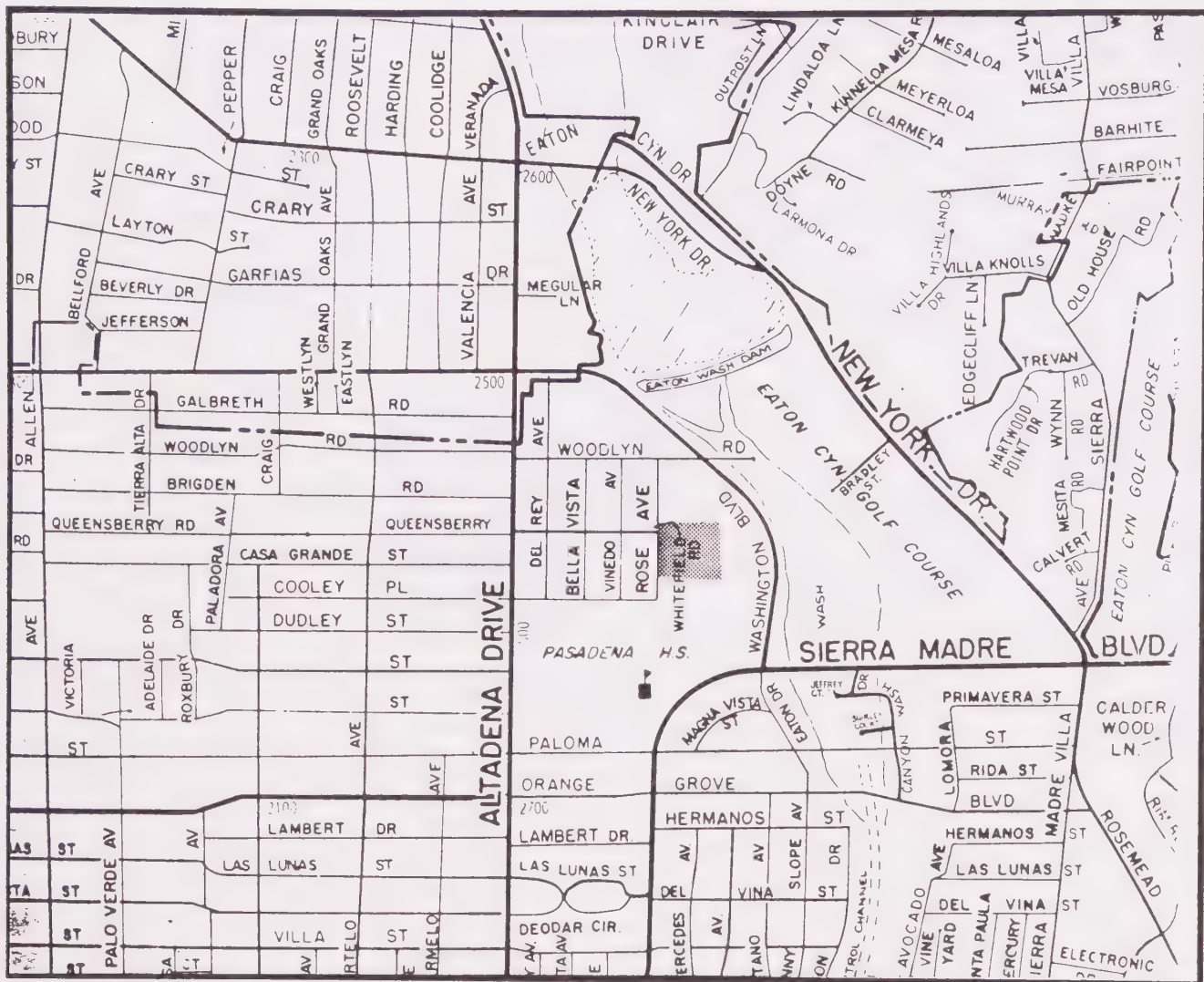
The area east of Hill Avenue and north of Washington Boulevard include all parcels within the RM 16 and RM 32 zoning districts. The western boundary follows the RM 16 zoning district.

e. PD-1



The area includes all parcels within the PD-1 zoning district.

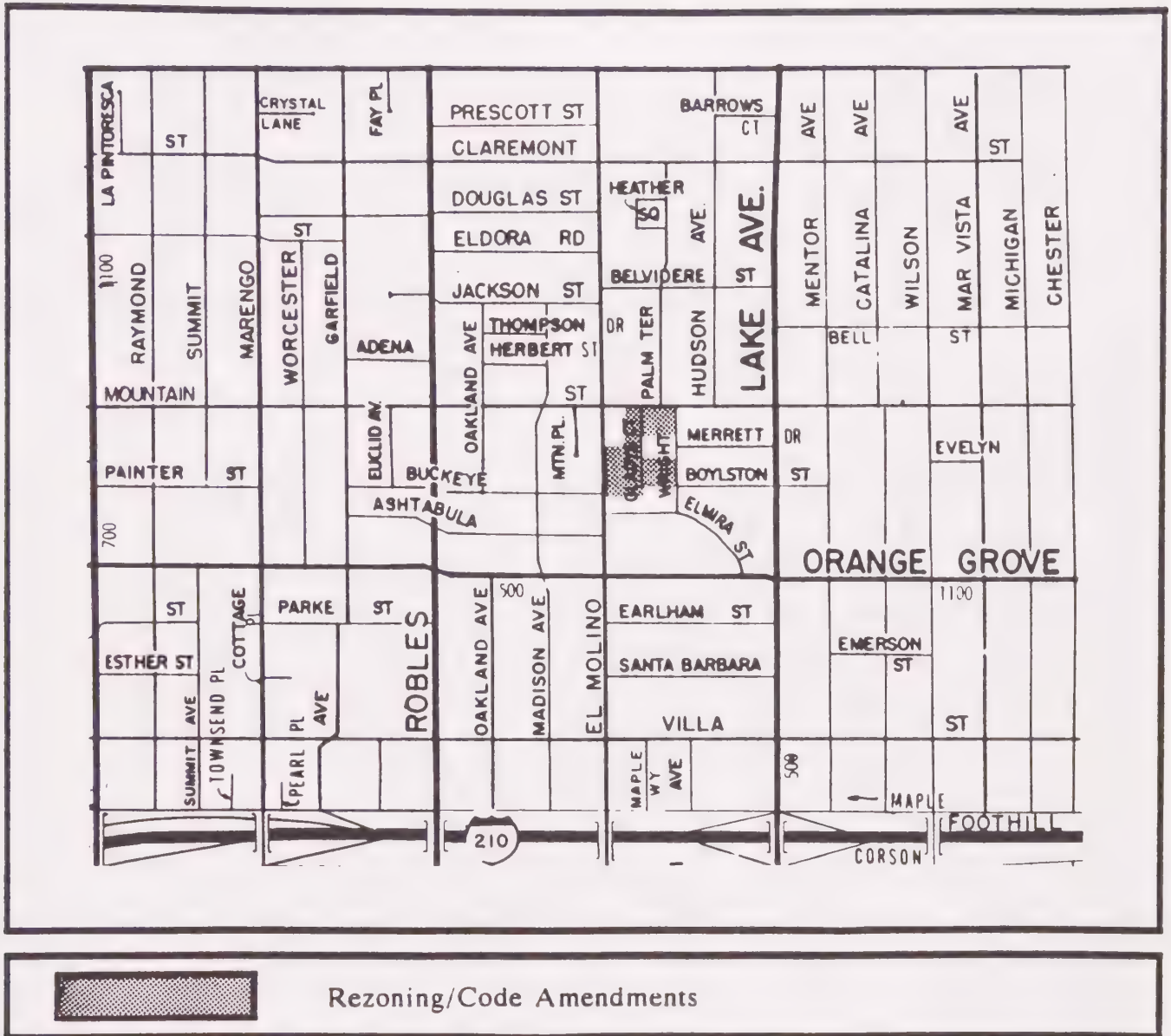
f. Rose Avenue Tennis Courts



Rezoning/Code Amendments

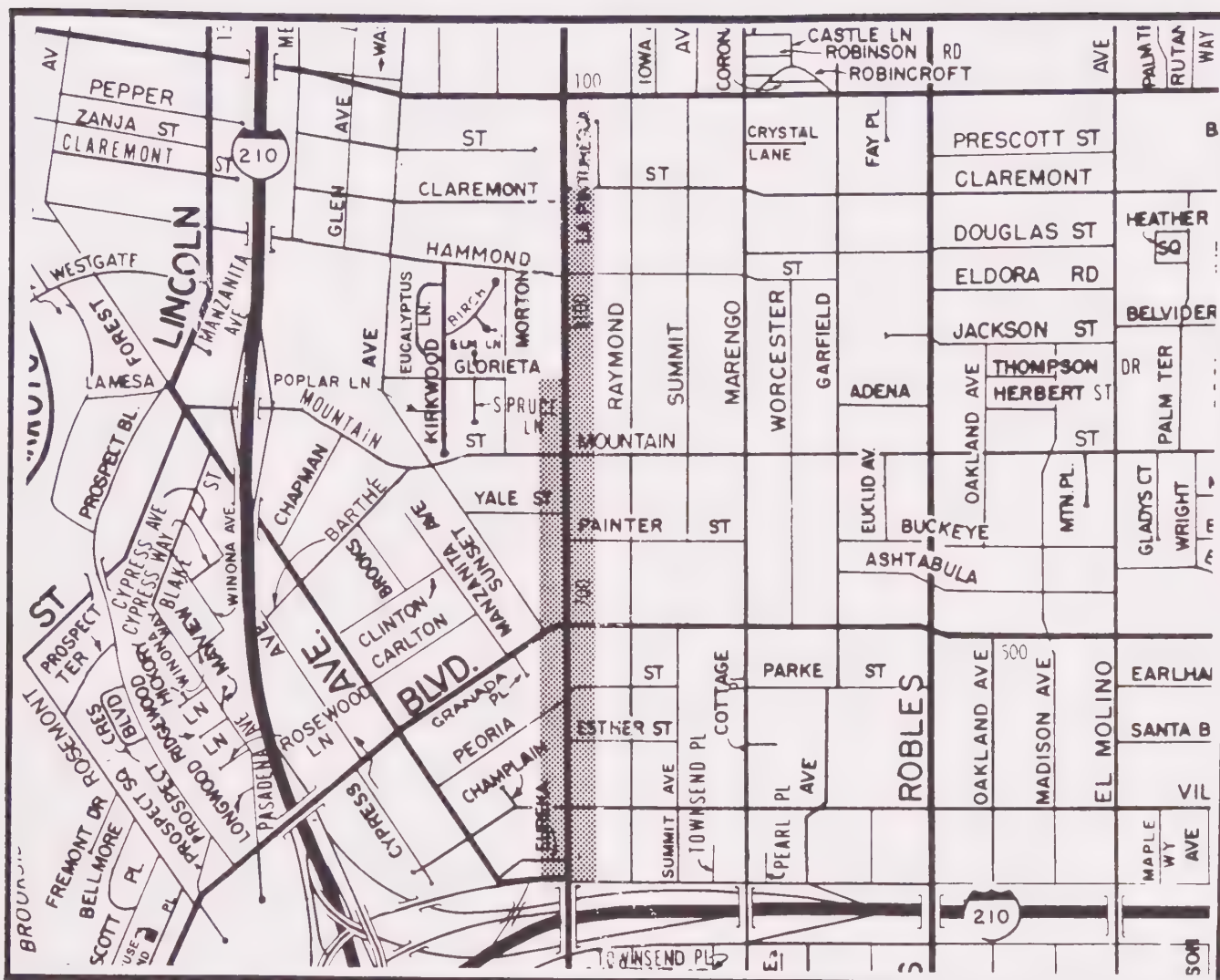
The area includes all parcels within the RS-1 zoning district.

g. El Molino at Mountain



The area along Mountain Street between Wright Avenue and El Molino Avenue, includes all parcels within the RM-32 zoning district.

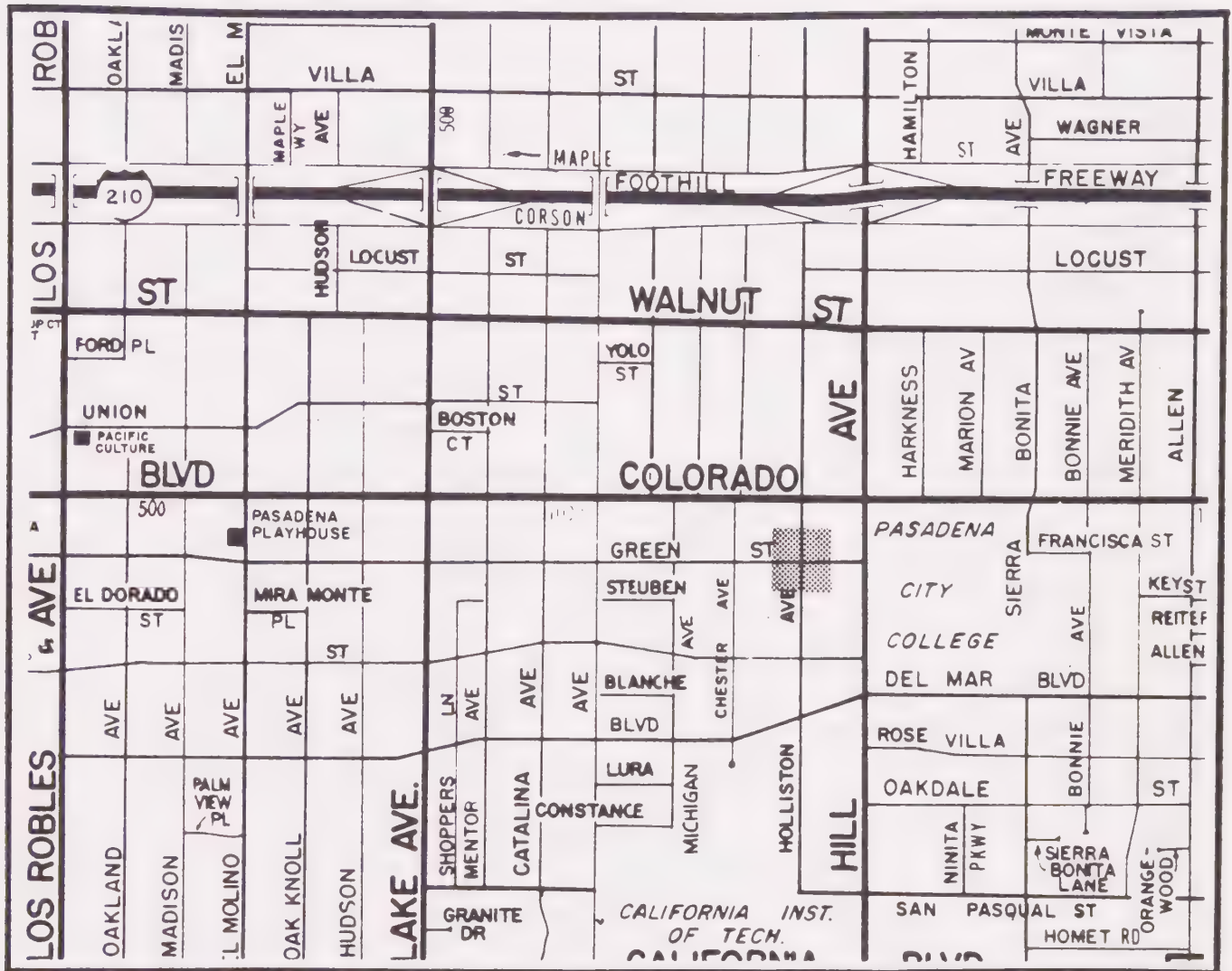
h. Fair Oaks Corridor



Rezoning/Code Amendments

The boundaries include the frontage parcels of Fair Oaks Avenue between Claremont Street and Maple Street, excluding the properties on the west side of Fair Oaks between Claremont Street and the south property line of the Howard Park property.

i. Green Street at Holliston

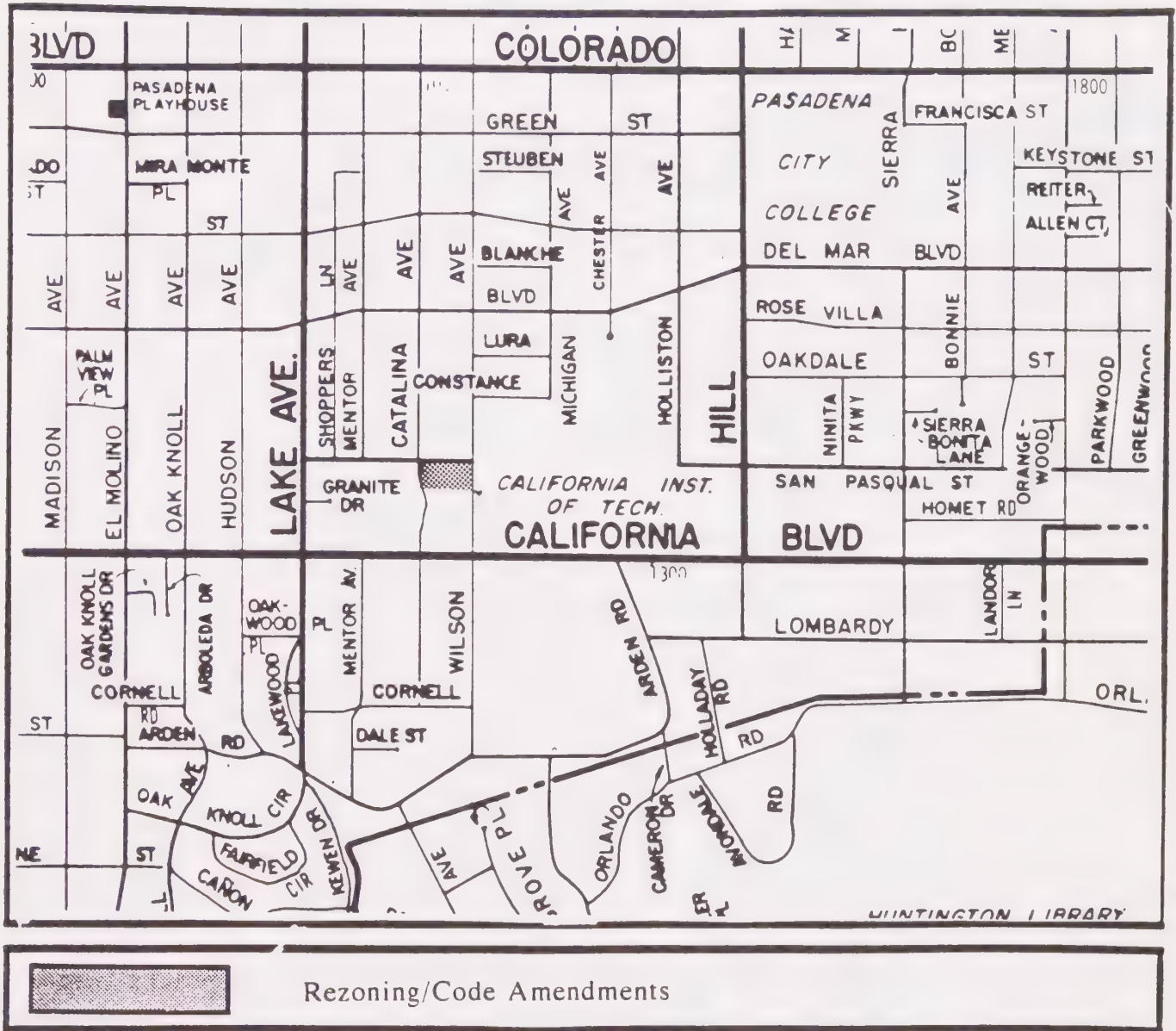


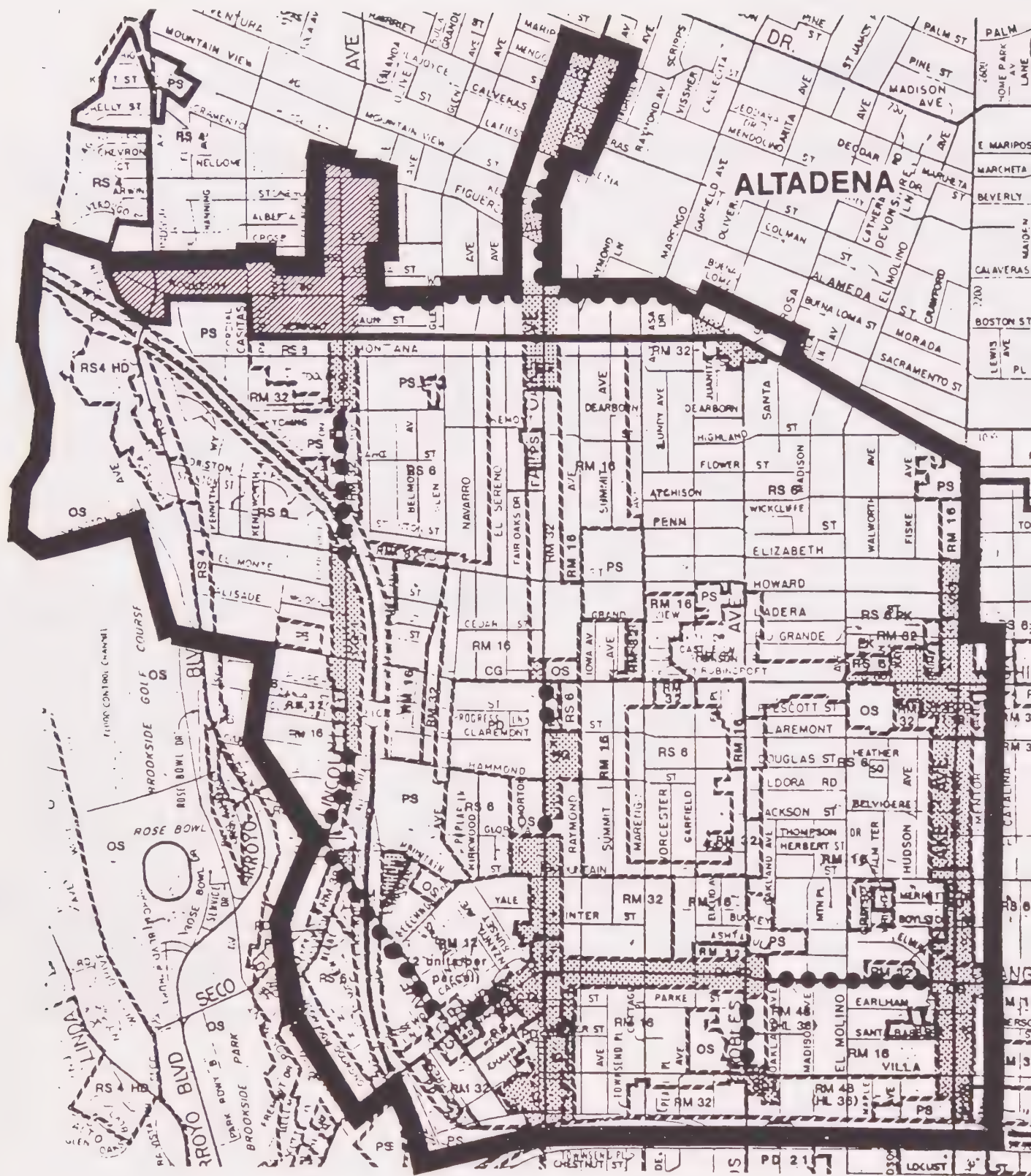
The boundaries include the corner lots of the intersection of Holliston Avenue and Green Street.



The boundary includes the frontage lots of Woodbury Road which are within the City boundary.

k. Wilson at San Pasqual

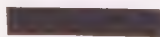




Pasadena/Altadena Enterprise Zone



Commercial

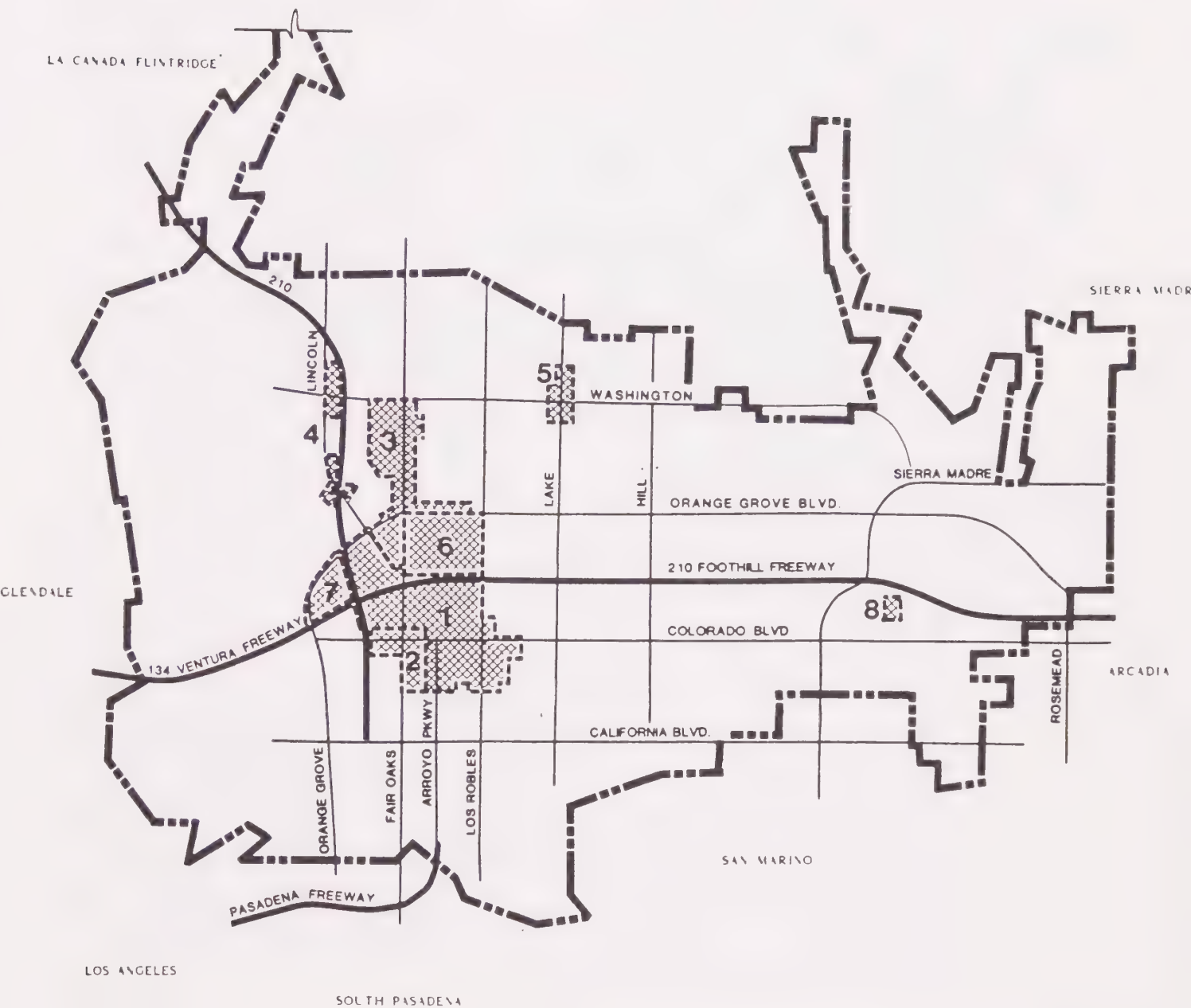


Enterprise Zone Boundary



Industrial

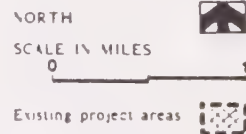
EXHIBIT 5

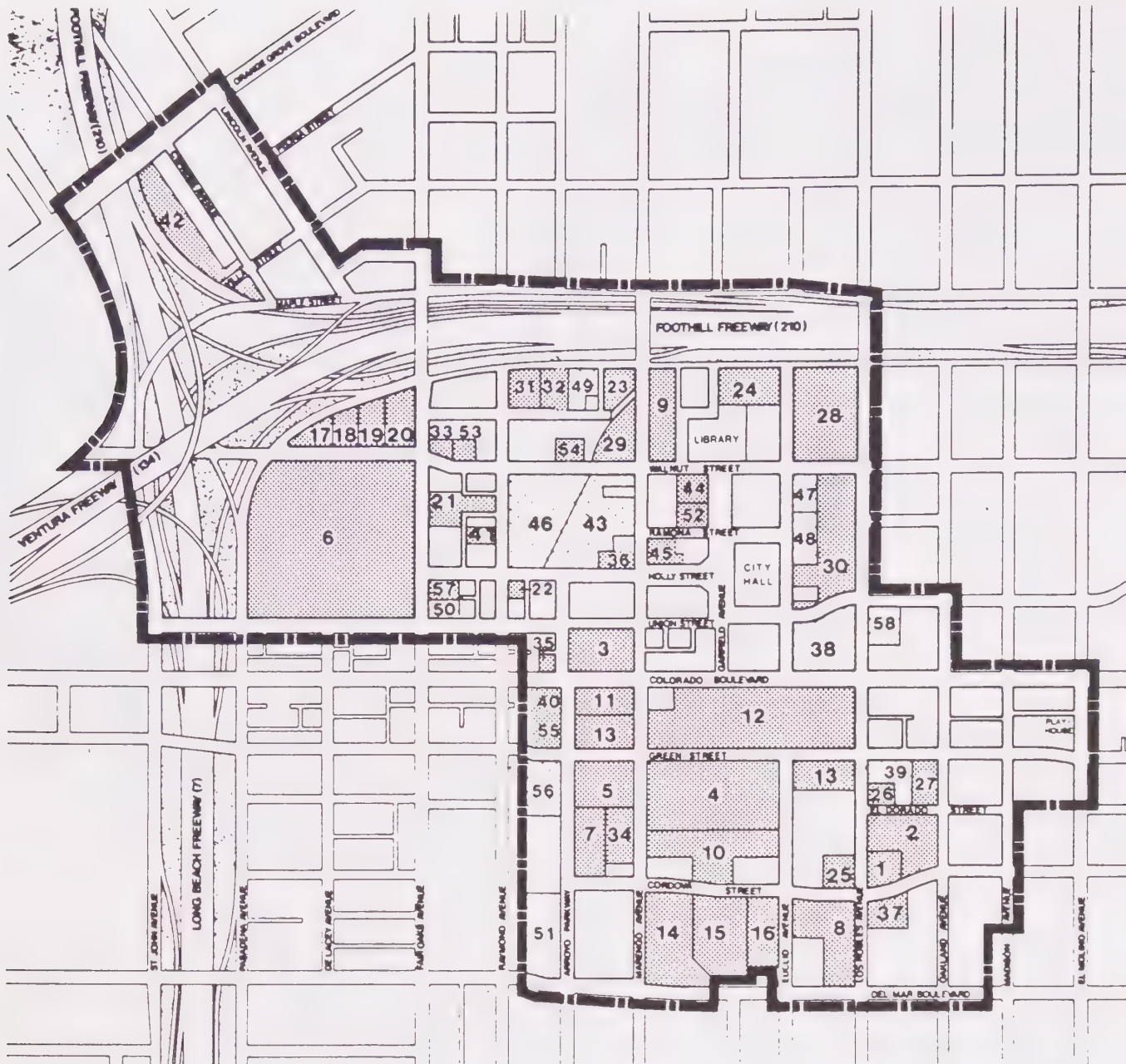


PASADENA

REDEVELOPMENT PROJECT AREAS

1. DOWNTOWN
2. OLD PASADENA
3. FAIR OAKS
4. LINCOLN AVENUE
5. LAKE / WASHINGTON
6. VILLA - PARKE
7. ORANGE GROVE
8. SAN GABRIEL





DOWNTOWN

REDEVELOPMENT PROJECTS

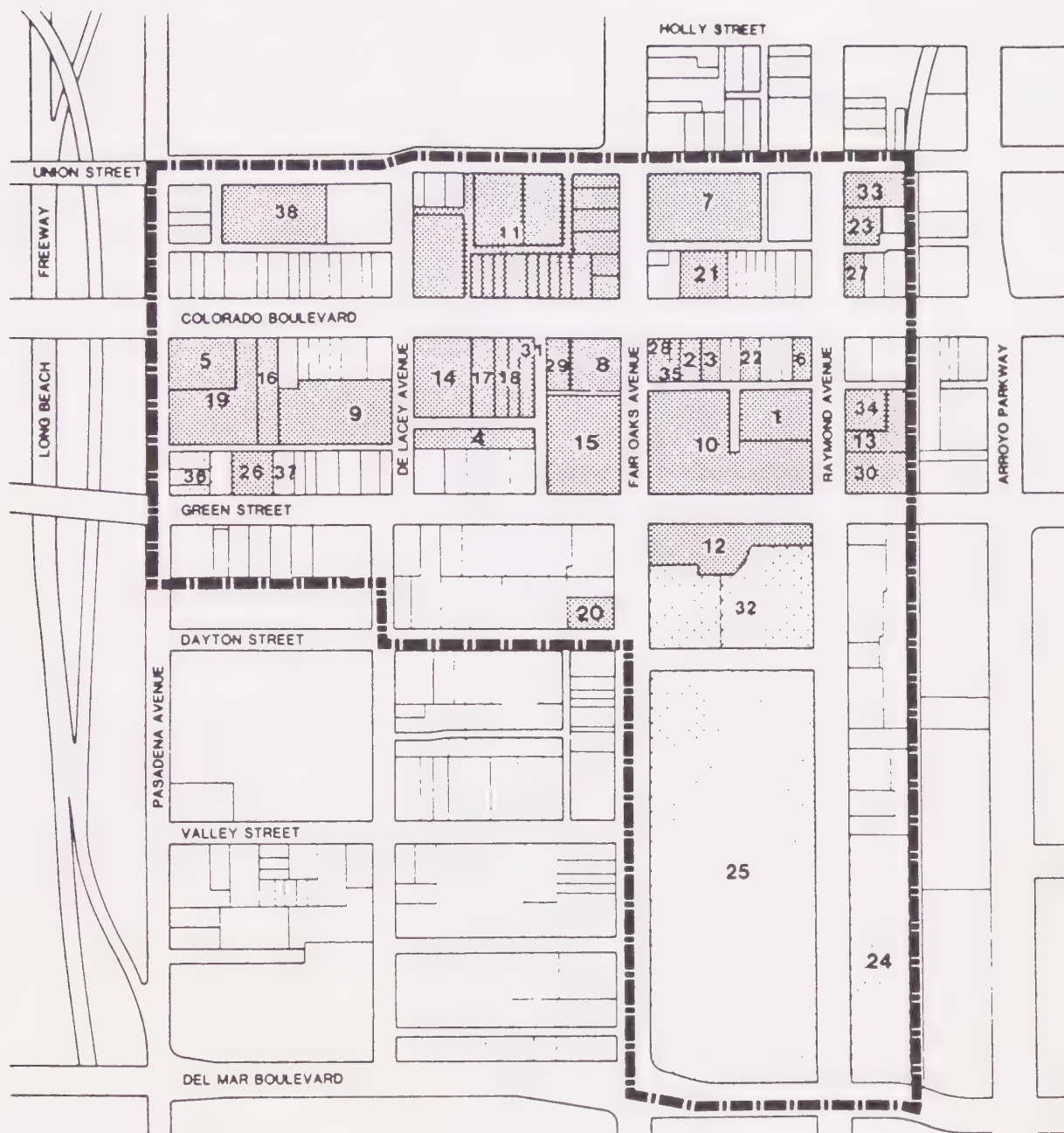
- | | | |
|--------------------------------|--|---|
| 1 HILTON HOTEL | 24 OVERLAND PLAZA OFFICE BUILDING | 42 CYPRESS GROVE VILLAS TOWNHOUSE DEVELOPMENT |
| 2 GROSS ENOR PLAZA | 25 199 SOUTH LOS ROBLES BUILDING | 43 CIVIC CENTER WEST |
| 3 PACIFIC BELL HEADQUARTERS | 26 100 S. LOS ROBLES (KAISER) | 44 PUBLIC SAFETY BUILDING |
| 4 PASADENA CENTER | 27 101 S OAKLAND (KAISER) | 45 YMCA REHABILITATION |
| 5 BANKAMERICARD CENTER | 28 KAISER PERMANENTE HEADQUARTERS | 46 MEMORIAL PARK MASTER PLAN |
| 6 PARSONS CO. HEADQUARTERS | 29 WALNUT PLAZA OFFICE BUILDING | 47 200 NORTH EUCLID MIXED USE |
| 7 BROWN AND CALDWELL | 30 PLAZA LAS FUENTES PHASE I | 48 ALL SAINTS CHURCH EXPANSION |
| 8 FIRST INTERSTATE MORTGAGE | 31 OPERATING ENGINEERS - US PENSION TRUST | 49 200 E. CORSON OFFICE BUILDING |
| 9 PARK CENTER OFFICES | 32 OPERATING ENGINEERS - RS UNION BUILDING | 50 ONE EAST UNION |
| 10 PASADENA CENTER HOLIDAY INN | 33 FAIR OAKS PLAZA OFFICE BUILDING | 51 PASADENA TRANSIT CENTER |
| 11 PLAZA CENTER | 34 TELEPHONE EMPLOYEES CREDIT UNION | 52 HALE BUILDING |
| 12 PLAZA PASADENA | 35 ARROYO SECO BUILDING | 53 19 E. WALNUT STUDIO |
| 13 PLAZA PASADENA GARAGES | 36 COURTYARD BUILDING | 54 153 E. WALNUT OFFICE |
| 14 CORDOVA TOWNHOUSES | 37 200 SOUTH LOS ROBLES BUILDING | 55 NALTIL'S PLUS |
| 15 CORDOVA PARK VILLAS | 38 PLAZA LAS FUENTES PHASE II | 56 ARROYO CINEMA PLAZA |
| 16 PARK PLACE OFFICES | 39 LOS ROBLES/GREEN MIXED USE | 57 COURTHOUSE SQUARE |
| 17 HERSHEY OIL BUILDING | 40 WESTERN SECURITY BANK BUILDING | 58 PACIFIC ASIA MUSEUM EXPANSION |
| 18 BECKHAM PLACE RESTAURANT | 41 ARMORY CENTER FOR THE VISUAL ARTS | |
| 19 PASADENA ATHLETIC CLUB | | |
| 20 BANK OF AMERICA OFFICE | | |
| 21 DIRECTOR'S LIFE BUILDING | | |
| 22 LIVERY REHABILITATION | | |
| 23 CROSSROAD OFFICE BUILDING | | |

NORTH

SCALE 0' 250' 500'

Projects completed or under construction

Proposed projects



OLD PASADENA

REDEVELOPMENT PROJECT

- | | |
|------------------------------------|---------------------------------------|
| 1 THE BRALEY BUILDING | 22 40 EAST COLORADO |
| 2 PASADENA VALLEY & UNION BUILDING | 23 SCANDIA BUILDING REHABILITATION |
| 3 26 EAST COLORADO | 24 PASADENA TRANSIT CENTER |
| 4 BRIGNOLE FITNESS CENTER | 25 CENTRAL PARK MASTER PLAN |
| 5 TANNER MARKET PHASE I | 26 141 WEST GREEN |
| 6 STOWELL BUILDING | 27 UNION SAVINGS BUILDING |
| 7 FAIR OAKS UNION PARKING FACILITY | 28 BEAR BUILDING |
| 8 DODSWORTH WARD ESTATE PROJECT | 29 BRUNSWICK COLONY BUILDING |
| 9 DE LACEY PARKING FACILITY | 30 EL REY HOTEL REHABILITATION |
| 10 SCHOOLHOUSE PARKING FACILITY | 31 40 WEST COLORADO |
| 11 ONE COLORADO | 32 HOTEL GREEN PHASE II |
| 12 HOTEL GREEN REHABILITATION | 33 RAYMOND UNION PARKING FACILITY |
| 13 LIVERY BUILDING | 34 VANDERVORT BUILDING REHABILITATION |
| 14 UNITED ARTISTS THEATER | 35 35th BAR REHABILITATION |
| 15 CROWN CITY BUILDING | 36 149 W. GREEN, MIXED USE |
| 16 OLD CELLOPHANE BUILDING | 37 125 W. GREEN REHABILITATION |
| 17 ART CENTER DOWNTOWN STUDIO | 38 TYPE CRAFT COMPANY |
| 18 42 WEST COLORADO | |
| 19 TANNER MARKET PHASE II | |
| 20 107 SOUTH FAIR OAKS | |
| 21 EXCHANGE BUILDING | |

NORTH



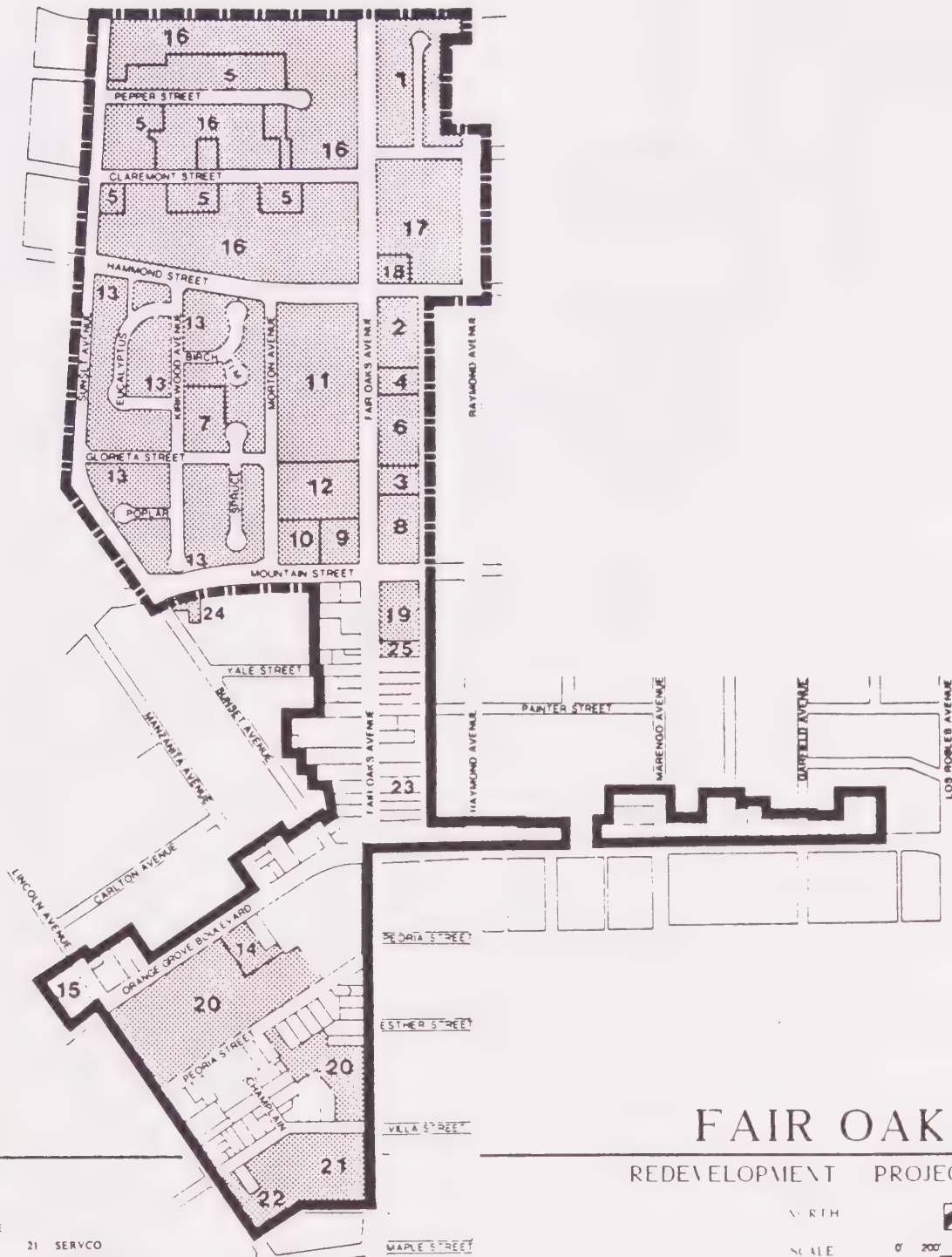
SCALE

0' 100' 200'

Projects completed or
under construction



Proposed projects



FAIR OAK

REDEVELOPMENT PROJECT

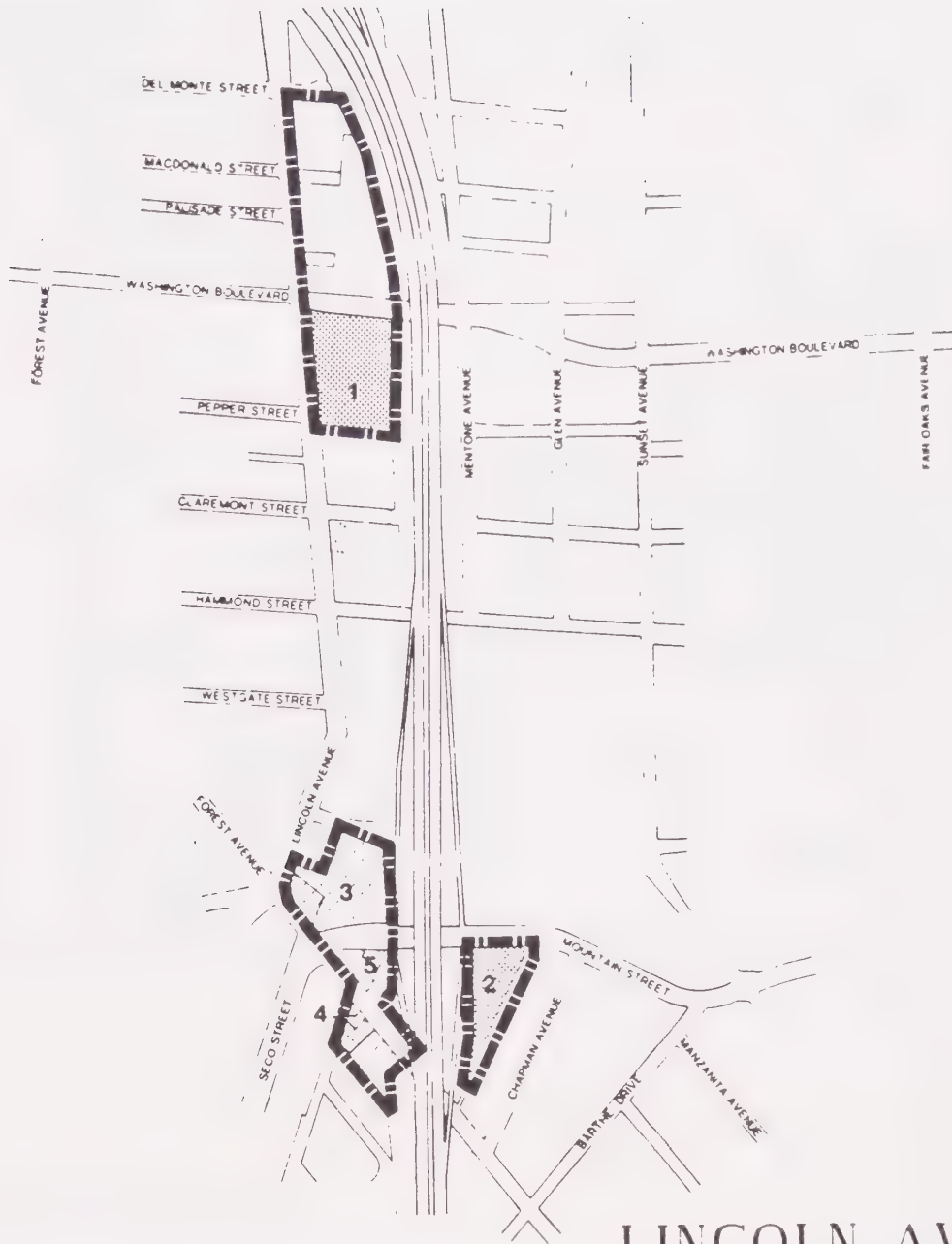
NORTH

SCALE 0' 200'

Projects completed or under construction

Proposed projects

- | | |
|---|---------------------------------------|
| 1 SENIOR CITIZENS HOUSING | 21 SERVCO |
| 2 ROSE BOWL STATION OFFICE | 22 440 LINCOLN |
| 3 AMERICAN FRIENDS COMMITTEE | 23 HERITAGE SQUARE |
| 4 SAINT BARNABAS CHURCH | 24 SUNSET MOUNTAIN TOWNHOMES |
| 5 SINGLE FAMILY RESIDENTIAL | 25 HAMILTON METALCRAFT REHABILITATION |
| 6 JACKIE ROBINSON CENTER | |
| 7 CME CHURCH | |
| 8 READY PAC PRODUCE | |
| 9 SCHRY WAY CASES | |
| 10 FESTIVAL ARTIST | |
| 11 ROBINSON PARK & RECREATION CENTER | |
| 12 HIGHLAND PLASTICS MFG CO | |
| 13 SOUTHERN SUBDIVISION | |
| 14 JONES OFFICE DEVELOPMENT | |
| 15 ARAI COMMERCIAL DEVELOPMENT | |
| 16 KING'S VILLAGES REHABILITATION | |
| 17 FAIR OAKS BUSINESS PARK THE CASTLE PRESS | |
| 18 FIRE STATION NO. 36 | |
| 19 FAIR OAKS MOUNTAIN LIGHT INDUSTRIAL CENTER | |
| 20 REGIONAL POSTAL FACILITY | |



LINCOLN AVENUE

REDEVELOPMENT PROJECT

- 1 LINCOLN WASHINGTON BUSINESS PARK
- 2 MOUNTAIN SOUTH DEVELOPMENT
- 3 MONROE SZKUBA DEVELOPMENT SITE
- 4 LINCOLN BLAKE TOWNHOUSE PROJECT
- 5 LINCOLN MOUNTAIN "B" OFFICE DEVELOPMENT SITE

NORTH

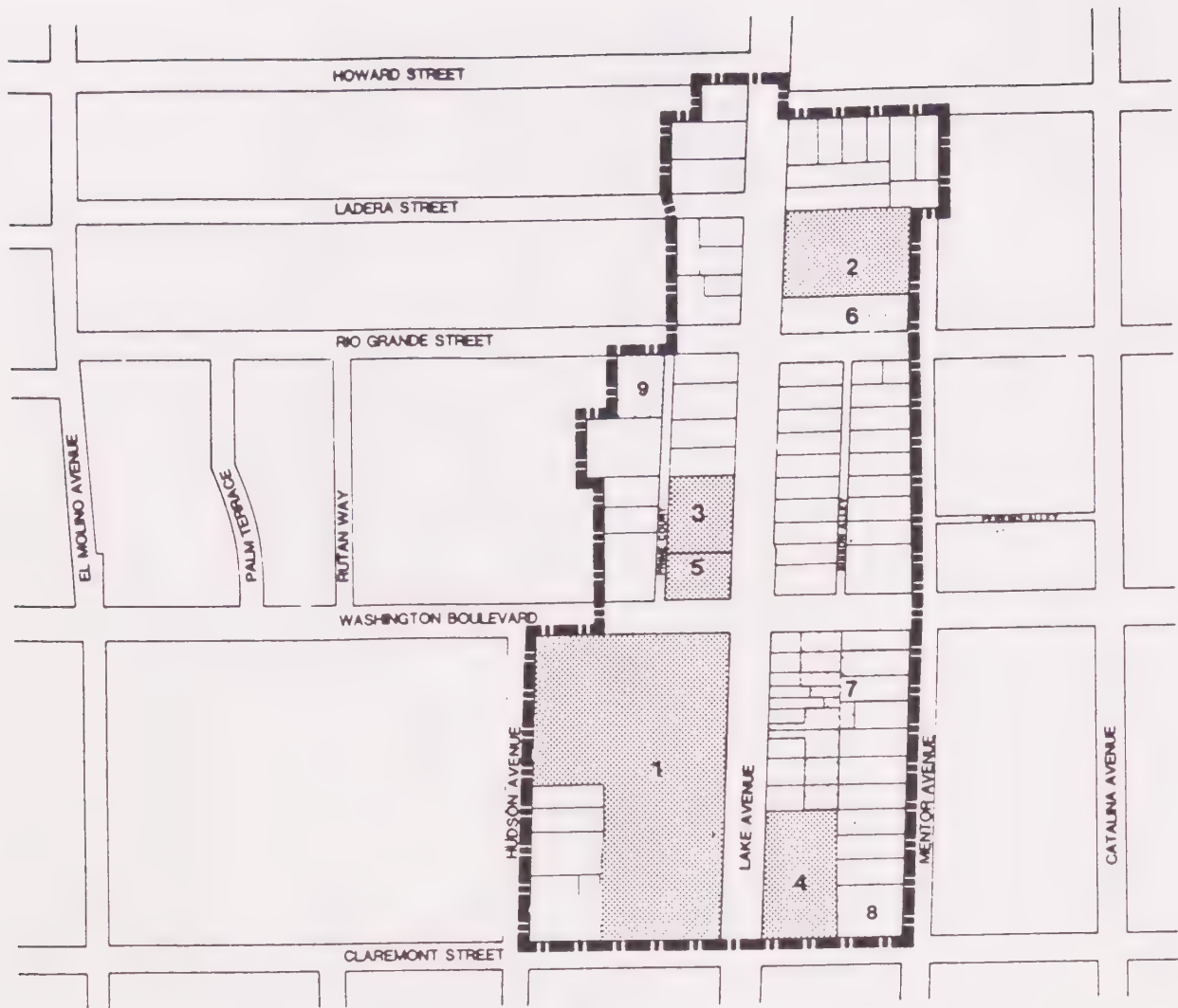


SCALE 0' 200' 400'

Projects completed or under construction

Proposed projects





LAKE/WASHINGTON

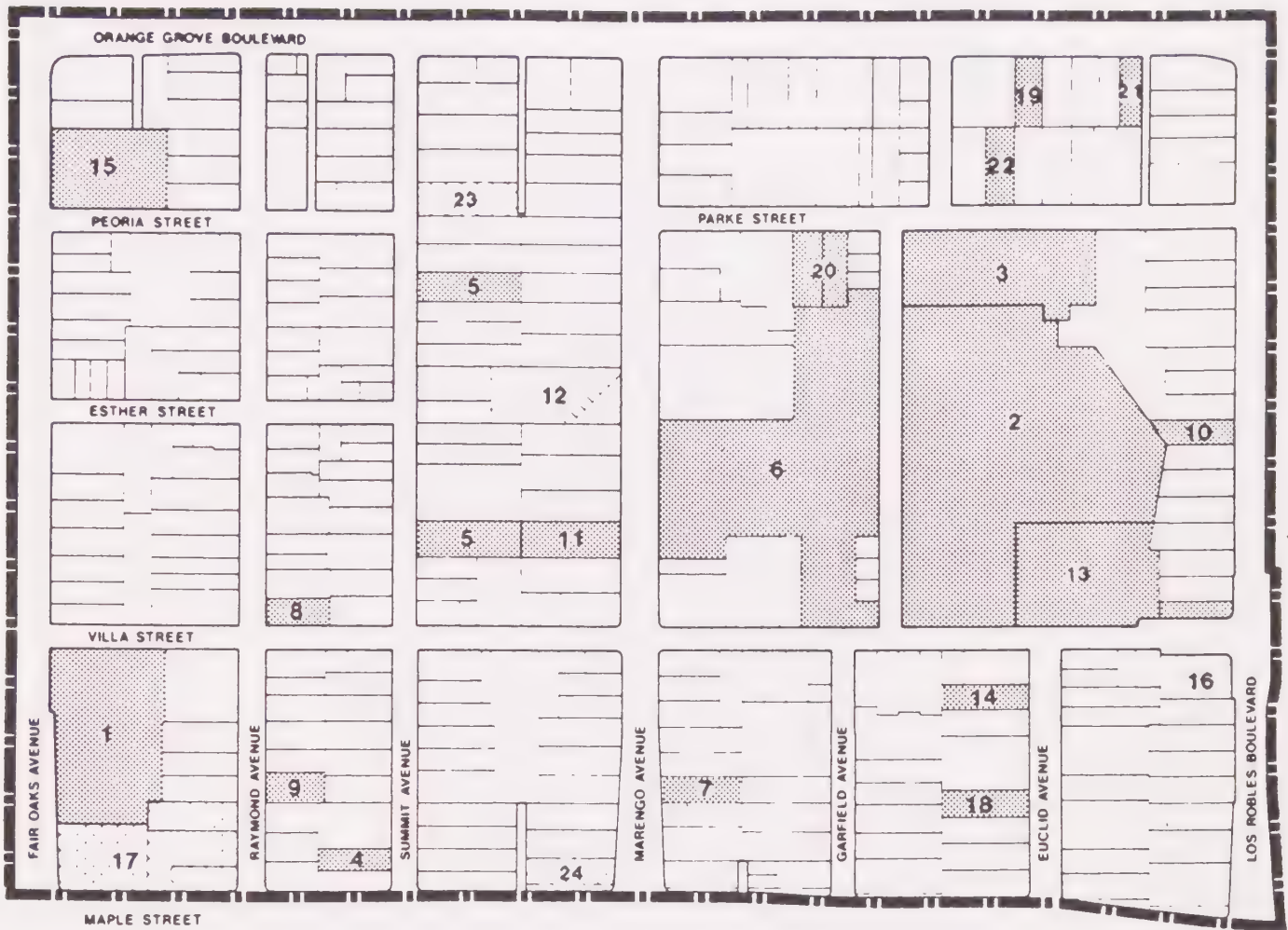
REDEVELOPMENT PROJECT

- 1 NORTH LAKE SQUARE
- 2 CALAR DEVELOPMENT
- 3 NORTH LAKE AVENUE NEIGHBORHOOD CENTER
- 4 CABARET CATERING
- 5 TANNER DAVIS BUILDING REHABILITATION
- 6 OFFICE EXPANSION
- 7 BLOCK 5 PARKING
- 8 925 E. CLAREMONT HOUSING SITE
- 9 RIO GRANDE HOUSING SITE

NORTH

SCALE 0 100

Projects completed or under construction
Proposed projects



VILLA-PARKE

REDEVELOPMENT PROJECT

- | | |
|--|--|
| 1 THROOP LUMBER | 16 VILLA LOS ROBLES HOUSING SITE |
| 2 VILLA PARKE PLAYGROUND & PARK | 17 404 NORTH FAIR OAKS HOTEL RESIDENTIAL |
| 3 VILLA PARKE MULTI USE PLAYFIELD | 18 425 NORTH EUCLID |
| 4 403 NORTH SUMMIT RICATTO DEVELOPMENT | 19 352 E. ORANGE GROVE |
| 5 522 608 NORTH SUMMIT SUN COAST DEVELOPMENT | 20 276 282 E. PARKE RESIDENTIAL REHAB |
| 6 VILLA MARENGO CONDOMINIUMS | 21 384 E. ORANGE GROVE |
| 7 422 NORTH MARENGO HOUSING SITE | 22 345 PARKE STREET |
| 8 490 NORTH RAYMOND HOUSING SITE | 23 640 N. SUMMIT HOUSING SITE |
| 9 426 NORTH RAYMOND HOUSING SITE | 24 MARENGO MAPLE HOUSING SITE |
| 10 555 NORTH LOS ROBLES HOUSING SITE | |
| 11 517 NORTH MARENGO HOUSING SITE | |
| 12 553 569 NORTH MARENGO HOUSING SITE | |
| 13 VILLA PARKE CENTER EXPANSION | |
| 14 463 N EUCLID HOUSING SITE | |
| 15 JEFFCO LIGHT INDUSTRIAL DEVELOPMENT | |

NORTH

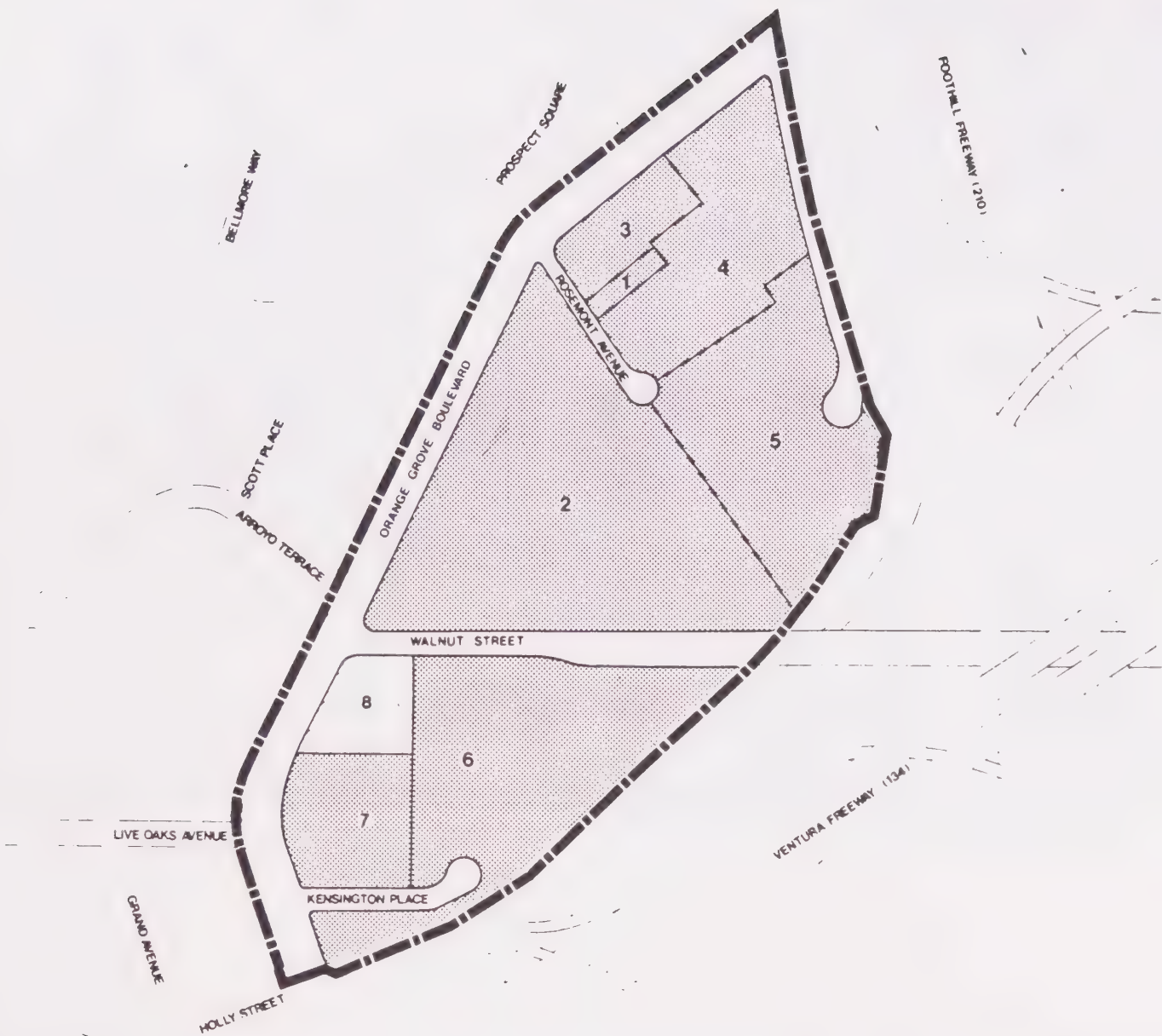


SCALE 0' 100' 200'

Projects completed or under construction

Proposed projects





ORANGE GROVE

REDEVELOPMENT PROJECT

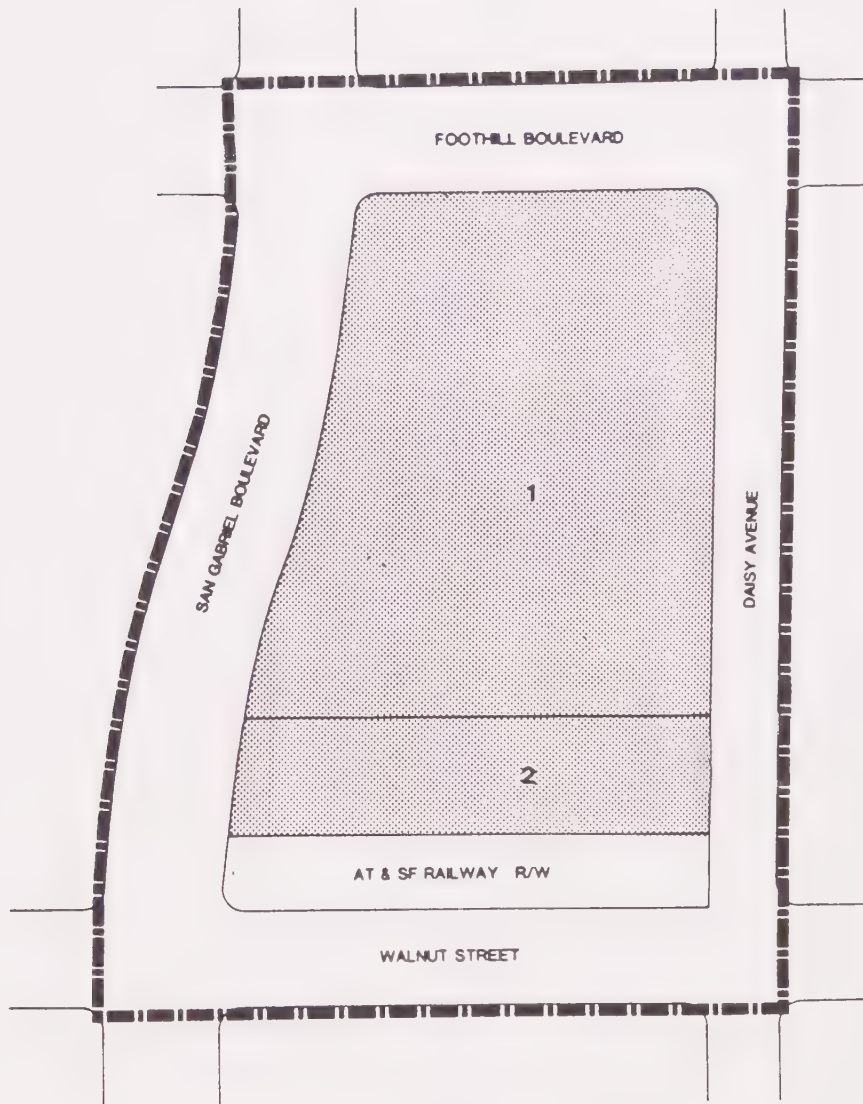
- 1 RESIDENTIAL REHABILITATION
- 2 ORANGE GROVE VILLAGE
- 3 SCOTT METHODIST CHURCH
- 4 ORANGE GROVE VILLAGE II
- 5 ROOSEVELT SCHOOL
- 6 AVERY INTERNATIONAL CORPORATION
- 7 PASADENA HISTORICAL SOCIETY
- 8 PASADENA HISTORICAL SOCIETY EXPANSION

NORTH

SCALE



Projects completed or under construction
Proposed projects



SAN GABRIEL

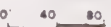
REDEVELOPMENT PROJECT

- 1. U.S. MANUFACTURING
- 2. LYONS VAN AND STORAGE

NORTH



SCALE



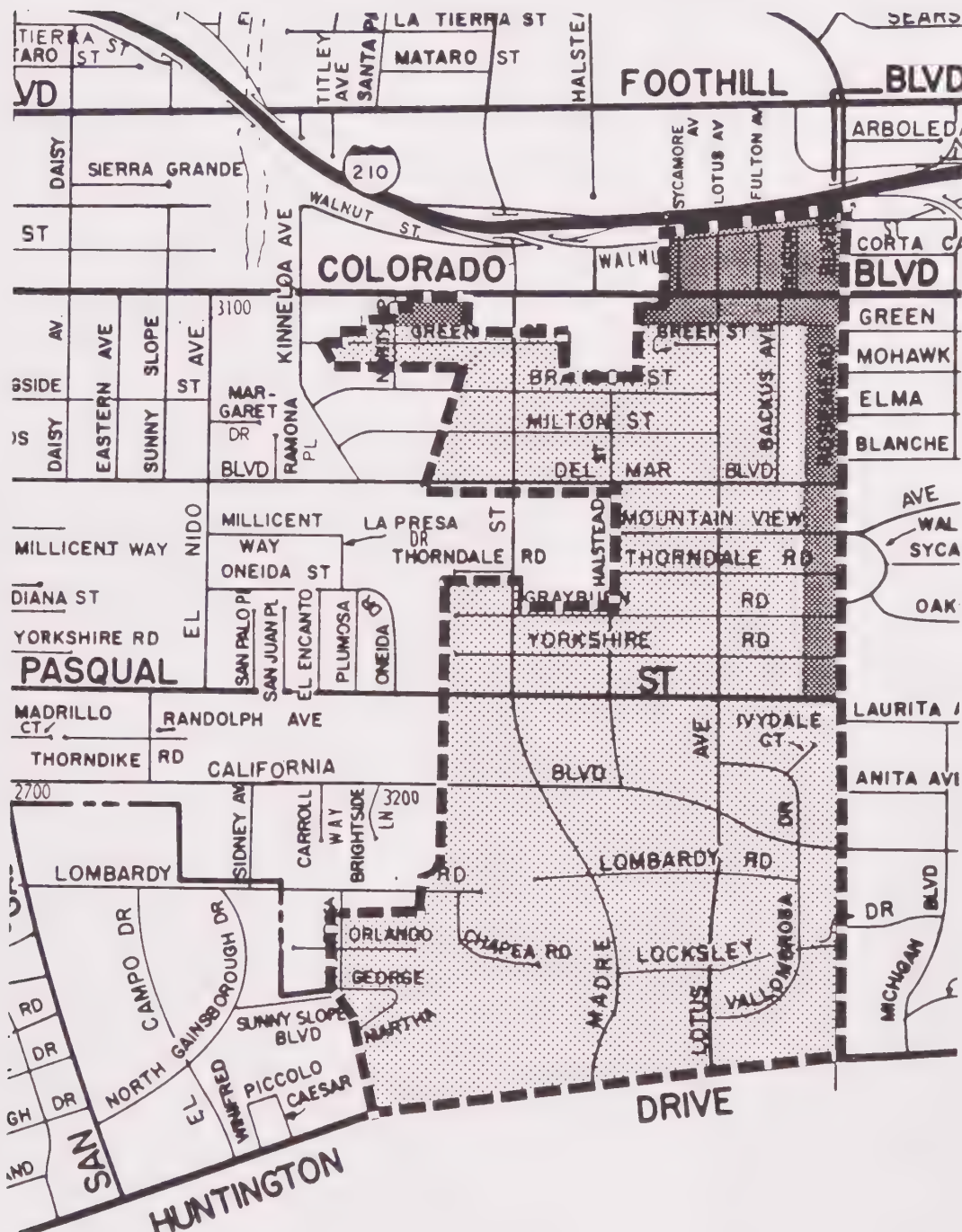
Projects completed or under construction



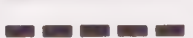


Proposed projects



Pasadena Sphere of Influence and General Plan Designations August 1992



General Plan Land Use Categories	
	Low Density Residential
	Commercial
	Annexation Boundary

MOBILITY



ELEMENT



1.0 Introduction

1.1 Purpose



The purpose of the Mobility Element of the Comprehensive General Plan is to state the specific goals, policies, and plans to improve the operations of the City-wide transportation facilities and service through the Year 2010. The goal of the Element is to provide a safe, efficient and serviceable framework to facilitate the movement of people and goods within the City and to enable residents of the City to access the regional transportation network to facilitate travel between adjacent communities.

1.2 State Requirements

All components of the Mobility Element conform to the State of California's General Plan Guidelines (Government Code Section 65302(b)) with respect to the minimum requirements of a circulation or mobility element. These requirements include the following:

- Identification and analysis of circulation (mobility) needs and issues;
- A statement of goals, objectives and policies based on the total circulation needs of the community;
- Diagrams, maps, and other graphic representations showing the proposed circulatory system;
- A description of the proposed circulation system and the interrelationships among system parts, including preparation of a computer model;
- Standards and criteria for the location, design, operation and levels of service of circulation facilities; and,
- A guide to the implementation of the circulation system.

1.3 Land Use and Mobility Planning

The Mobility Element of the Comprehensive General Plan also demonstrates the relationship between the Land Use Plan and the Mobility Plan for the City as required by Government Code Section 65302(b). This is because the Mobility Element is more than a transportation plan -- it is actually an infrastructure plan that concerns itself with the circulation of people, goods, energy, water, sewage, storm drainage and communications. The provisions of the Mobility Element support the goals, objectives, policies and proposals of the Land Use Element. In turn, the land use element is a reflection of a community's circulation system and the planning proposals for that system.

The Mobility Element of the Comprehensive General Plan also is internally consistent with other elements of Pasadena's Comprehensive General Plan in conformance with Government Code Section 65300.5. This consistency is needed because the goals, policies, and objectives of the Mobility Element have a direct impact on the physical, social and economic fabric of the City.

1.4 Mobility Element and Regional Plans

The Government Code also recognizes the need for transportation and mobility planning to consider regional transportation issues. The City of Pasadena, like other cities, is not an island unto itself. Consequently, various provisions of the Mobility Element address efforts to coordinate City transportation improvements with improvements to the regional transportation network. In addition, the Mobility Element discusses the need for coordination between the various regional transportation agencies including the California Department of Transportation (CALTRANS), Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (SCRTD), South Coast Air Quality Management District (SCAQMD), and adjoining municipal jurisdictions and County of Los Angeles.



MOBILITY ELEMENT



CONTEXT &
ISSUES

2.0 Context/Issues

2.1 Background

The purpose of a transportation and circulation system is to provide a safe, efficient and serviceable framework to facilitate the movement of people and goods within the City. The circulation system also enables residents of the City to access the regional transportation network and provides a means of travel between adjacent communities.



In general, the City's circulation system works well and can adequately accommodate current travel demands. Traffic conditions at key intersections and along the major arterials are typically good, by most standards. Residents of Pasadena enjoy a higher quality of life, in terms of levels of service, than do many other communities in Southern California. While there are several critical issues and locations which need to be addressed, the road network overall functions properly and provides a safe and efficient means of transportation.

The local circulation system not only provides a means of movement within the City, but also between the City and the adjacent communities. The streets within the system are classified into several different categories which are established based upon their function within the network. These categories include primary arterials, minor arterials, collectors and local streets.

Not surprisingly, the predominant mode of transportation, and related transportation facilities, are currently auto-oriented, as has been the trend in Southern California for the past 40 years. However, as the capacities of freeway and local roadway systems has been reached or exceeded, and as driver frustration and demand for alternative modes has increased, there has been an increasing amount of energy and attention focused on rethinking the goals and ideals of how a transportation system should be shaped. This has led to the development of City-wide, County, and regional mobility plans that include a wide variety of projects and programs that are less auto-oriented and more focused on providing transportation alternatives.

In this setting, Pasadena has a unique opportunity to aggressively develop and explore alternatives to the traditional modes of transportation, and to develop a Mobility Element that is much more balanced and well-rounded, in terms of providing a system that can adequately accommodate the needs and demands of its citizens, while offering a higher level of service, improved quality of life, increased environmental sensitivity, and a range of alternatives that can adequately service all sectors of the residential and business population.

2.2 Planned Projects

Capital Improvement Program (CIP)

Major projects in the CIP include the installation of a citywide, computer-based traffic signal control system to centrally operate and coordinate the City's signalized intersections. Also, the City is proceeding with plans to construct a Regional Transportation Center at the corner of Arroyo Parkway and Del Mar Boulevard. The Transportation Center will be part of the planned Light Rail Blue Line extension to Pasadena. The complete list of CIP projects is included in the Existing Conditions Technical Memorandum #2 (Appendix A).

Other City-Planned Projects

The focus of future planned transportation improvements in the City is on non-auto-oriented projects. Transit projects include transit circulators, transit shuttle services, increased frequency of RTD and Foothill transit services, and the Light Rail Transit line. Planned bicycle projects are outlined in the Mayor's Bicycle Task Force Study, and include the development of a Citywide bikeway system. Other potential future projects include: installation of a Closed-Circuit Television System (CCTV) and a Changeable Message Signing System (CMS) at selected locations on the City street network; upgrading of the City's Highway Advisory Radio (HAR) system; installation of a traffic advisory information system at transportation centers and major traffic-generating facilities; access to local and regional traffic conditions at residential homes via cable TV; and installation of a "Smart Corridor" system along the 210/710 Freeway corridors.

Regional Construction Projects

In addition, there are several other planned projects and studies at the regional level which are being administered by various state and local agencies. These include:

- San Gabriel Valley Transit Study (to extend the Light Rail Blue Line east of Pasadena)
- Long Beach (SR-710) Freeway Gap Closure
- RTD Bus Electrification Study
- Regional Mobility Plan

Status of the 710 Freeway Gap Closure

In March 1992, the Federal Highway Administration (FHWA) released the Final Environmental Impact Statement for the 710 Freeway Gap Closure Project. This project would connect the Route I-10 San Bernardino Freeway in the City of Alhambra with the Route I-210 Freeway in Pasadena, a distance of 6.2 miles. The next step in the project review process is to develop a more comprehensive mitigation and enhancement plan to reduce project impacts to the

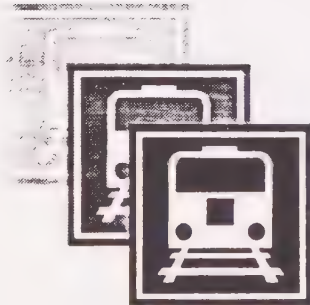
maximum feasible extent. An advisory committee comprised of the representatives of the communities impacted by the project and other interested parties has been established to work with Caltrans in developing this plan. It is expected that the plan will be completed in the Fall of 1992 and returned to the FHWA. At this time, FHWA will make their final decision on signing the Record of Decision.

The schedule for the completion of the Gap Closure is currently 2010. This General Plan is for the period 1992-2010. Since the anticipated project completion coincides with the later planning years, any land use changes needed to mitigate or support the projects would be made in later years.

This Plan assumes the completion of the 710 Gap Closure. As it is a planning document, it is not intended to reflect either support or opposition to the project as proposed.

Los Angeles-Pasadena Light Rail Line (Blue Line)

The Los Angeles County Transportation Commission (LACTC) has committed to build a light rail transit line between Los Angeles and the City of Pasadena, as part of its planned 300-mile rail network. Since Proposition C was passed, construction of the line has been brought forward two years, with groundbreaking proposed for 1994. LACTC projects that operations could begin as soon as 1997 if groundbreaking occurs on schedule.



Passengers on the Los Angeles-Pasadena light rail line will be able to transfer to the Metro Line subway and to commuter rail service at Union Station in Los Angeles. In addition, LACTC has longer term plans to connect the Pasadena line with the Los Angeles-Long Beach Blue Line through the Los Angeles CBD, which would provide direct service between Pasadena and Long Beach. LACTC is also planning a study of rail or other transit options for the Santa Fe right-of-way east of the Sierra Madre Villa station. This study will explore connections with other rail and bus projects in this area.

2.3 Constraints

This section provides a summary and brief discussion of each of the key issues and concerns regarding the transportation system that have been identified. These include intersections and roadway segments that are deficient or in need of improvement, or that are currently experiencing traffic congestion, delays or circulation and access problems. In addition, traffic and circulation issues and concerns that are relevant to the City and have an impact on the transportation system are addressed.

Regional Network Constraints

The City of Pasadena is situated at the confluence of several major regional transportation corridors. As such, the City experiences some impacts that deteriorate local circulation. Regional constraints include:

- Foothill Freeway (210) Spillover onto Surface Streets
- Pasadena (SR-110) Freeway Termination at Glenarm Street

Local Street Issues

In addition to regional network constraints, the City experiences localized pockets of congestion. These locations include:

- Lake Avenue - 210 Freeway to California Boulevard
- Arroyo Parkway - Glenarm Street to Colorado Boulevard
- Pasadena City College - Parking Impacts
- North/South Arterials Accessing the 210 Freeway

Transit, Bicycling, and Pedestrian Activity

There are numerous locations within the City that currently have little or no transit access. Additional deficiencies include difficulties in traveling from core commercial areas to other business and civic areas in the City, cross-town travel without transfers, and east-west travel north of the freeway.

Pasadena is in the process of improving its citywide bikeway system, and making the City more "bicycle friendly." Several key issues related to bikes include the use of the Rose Bowl area (and potential conflicts) for bikes/pedestrians, the establishment of ordinances to ensure that bike parking and storage facilities are provided throughout the City, and making all City streets available for bicycle use.

Of the major pedestrian flow areas identified, CalTech, Pasadena City College, the Civic Center area and South Lake area all have existing plans that address and will resolve existing pedestrian flow problems and establish guidelines and goals for future pedestrian-oriented improvements. The East Orange Grove area, and the Old Town Pasadena area, however, have pedestrian issues that will need to be addressed in the future. The Rose Bowl area issues will be addressed by the City in a study which is currently underway.

Regional Coordination

In order to move people, goods, and services throughout the region and assist in meeting regional environmental goals, preference should be given to projects and programs which coordinate and link Pasadena's transportation system with existing and proposed regional systems. The Mobility Element has been prepared in accordance with other local and regional plans including the Congestion Management Plan (CMP), Regional Mobility Plan, Los Angeles County Transportation's 30-year Plan and other California Department of Transportation (Caltrans), Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (RTD), Southern California Association of Governments (SCAG), and Southern California Air Quality Management District (SCAQMD) documents. Efforts have been taken to coordinate with all appropriate local and regional governments.

MOBILITY ELEMENT



MOBILITY
PLAN

3.0 Mobility Plan

The overall goal of the Mobility Element is to provide for convenient and efficient mobility within the City, while reducing reliance on the automobile as the principal means of travel. More specifically, the Mobility Element includes the following:

3.1 Increase the Availability and Use of Transit

In order to meet the basic General Plan Principle of making Pasadena a city where people without cars can circulate, the first priority of the Mobility Element is to increase the availability and use of transit. To accomplish this will require a variety of new policies, incentives and services that affect both transportation and future development in Pasadena. In addition, Pasadena needs to evaluate the regional services available and capitalize on the availability of other systems where possible.



3.2 Increase the Use of Bicycling and Walking

The City has adopted a policy to make Pasadena a place where bicycling and walking are encouraged and fostered, where all streets are bikeways, and where safety, education, and facilities are provided as an ongoing part of transportation and recreational planning and programs.

3.3 Reduce the Level of Vehicular Trips in General, and Specifically the Use of Autos for Drive-Alone Trips

While allowing people to circulate without cars is the primary emphasis of the Mobility Element, a secondary emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City will need to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.

3.4 Develop Land Use Planning to Support These Mobility Goals

The regulations for land use and transportation must be mutually supportive if the changes desired in transposition choices are to be realized. This will require modifications to the City's land-use planning densities, zoning designations, urban design criteria, and parking controls to support these mobility goals.

3.5 Establish Principal Mobility Corridors Within the City

It is important to define and establish principal transportation corridors within the City. These are necessary for the movement of residents within the City, for residents to travel out of the City to other communities, and for non-residents to travel into Pasadena for work, retail, commercial and recreational reasons.

Principal transportation corridors will carry transit vehicles, bicycles and pedestrians, and auto traffic, rather than being principal streets for autos only. Recognizable Urban Districts (RUDs) should be taken into consideration when determining principal transportation corridors.

3.6 Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors

Trips that pass through Pasadena, or that have one end outside of the City, should be managed and controlled, so that they travel on designated routes and do not infiltrate residential neighborhoods. The key strategy of control is to provide incentives for the use of desired routes and disincentives to travel on streets where high volumes are inappropriate.



3.7 Regional Coordination

In order to move people, goods and service throughout the region and assist in meeting regional environmental goals, preference should be given to projects and programs which coordinate and link Pasadena's transportation system with existing and proposed regional system.

MOBILITY ELEMENT



OBJECTIVES & POLICIES

4.0 Objectives and Policies

4.1 Increase the Availability and Use of Transit

Develop Strategies to Maximize Use of Light Rail

- A. Develop transit-circulator connections from Light Rail Transit (LRT) stations to major work, retail, entertainment, and recreational designations; such as:

Civic Center	Huntington Hospital
South Lake	Pasadena City College
Los Robles Corridor	CalTech
Old Pasadena	East Colorado
Rose Bowl	Playhouse District
Hastings Ranch	

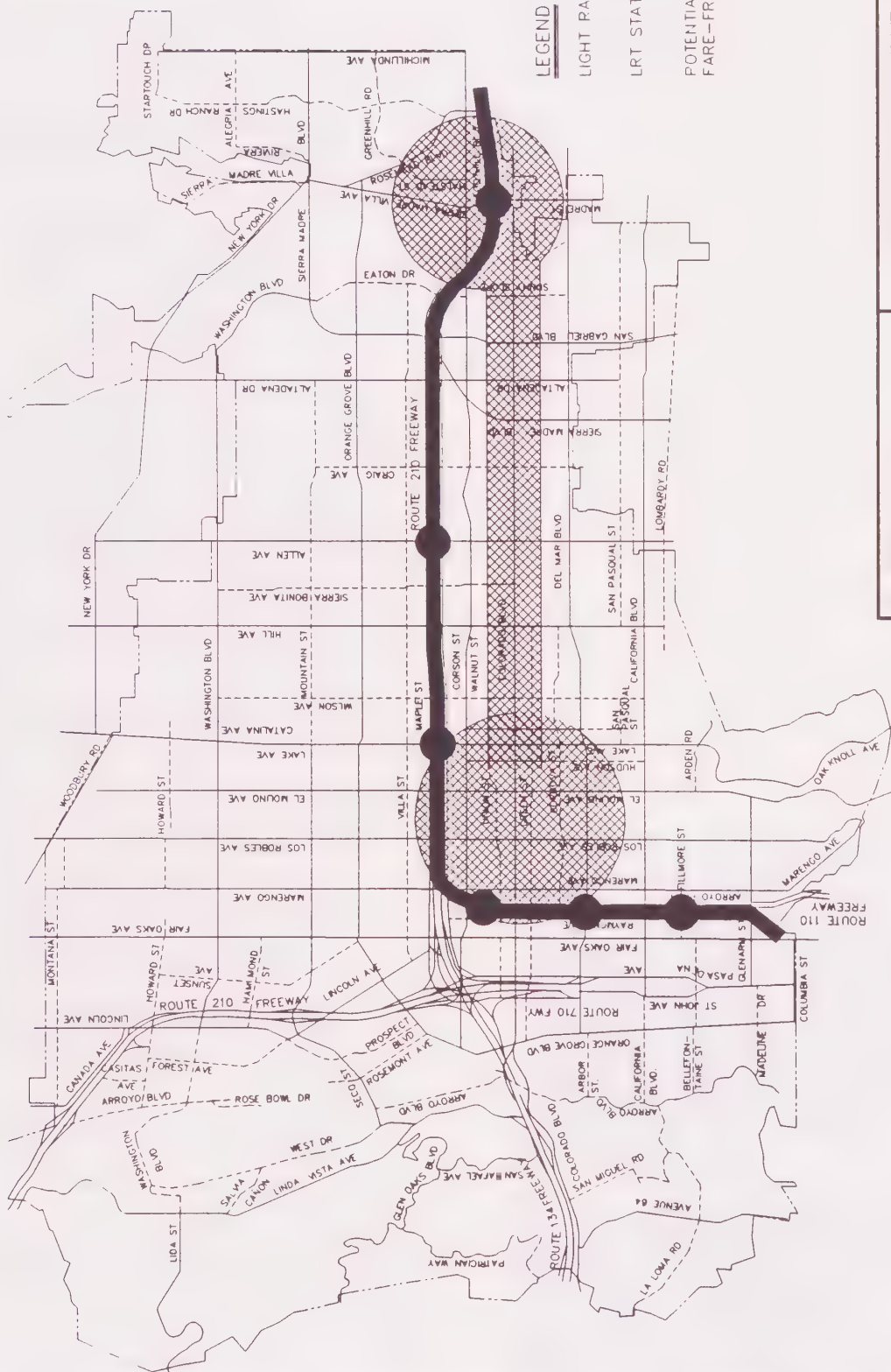
- B. Develop transit feeder service from residential neighborhoods to LRT stations. Transit feeder service should be encouraged in the Northwest area, and include connections to the Light Rail Transit stations and bus routes in the area. Shuttle routes and services will be developed based on population density and where the likelihood for high ridership is projected.
- C. All local circulator services must have very clear and easy to follow service routes and schedules, and must be reliable and predictable to attract riders.
- D. Focus development densities, for residential and non-residential land uses, around the Light Rail stations.
- E. Encourage mixed use development at LRT stations, as a mechanism for enhancing direct access to/from rail stations.






- F. Develop retail and service uses for transit commuters at LRT stations to encourage rail use and reduce additional vehicular trips.
- G. Design LRT stations as gateways to enhance movement of people into Pasadena.
- H. Encourage the extension of the Blue Line to the east.

Light Rail Stations

Six stations within Pasadena are planned: Huntington Station at Fillmore, Transportation Center at Del Mar, Civic Center Station at Memorial Park, Lake Station, Allen Station, and Sierra Madre Villa Station. The most immediate land-use



LEGEND


-  LIGHT RAIL ALIGNMENT
-  LRT STATIONS
-  POTENTIAL FARE-FREE ZONES

PASADENA MOBILITY ELEMENT

FIGURE

LIGHT RAIL ALIGNMENT

1



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decision must be made at the Transportation Center Station. It is planned as a regional Transportation Center, and it could include connections with SCRTD and Foothill Transit buses, City circulator, Airport Shuttle Service, Regional Express Service, taxi service, Dial-A-Ride Service, electric trolley buses and a Class C commercial heliport. The Regional Transportation Center will be part of a mixed-use development project including housing, commercial and retail uses, particularly services that support transit use.

The Civic Center Station will be a showcase site with an approved planned development including low-income housing and retail (Civic Center West project). Development opportunities at other locations may be limited in the short term with the exception of Fillmore and Sierra Madre Villa. These locations will provide excellent opportunity for mixed use development to support transit-user needs possibly in combination with light manufacturing or discount retail (see description of individual station locations in Section 4.8).

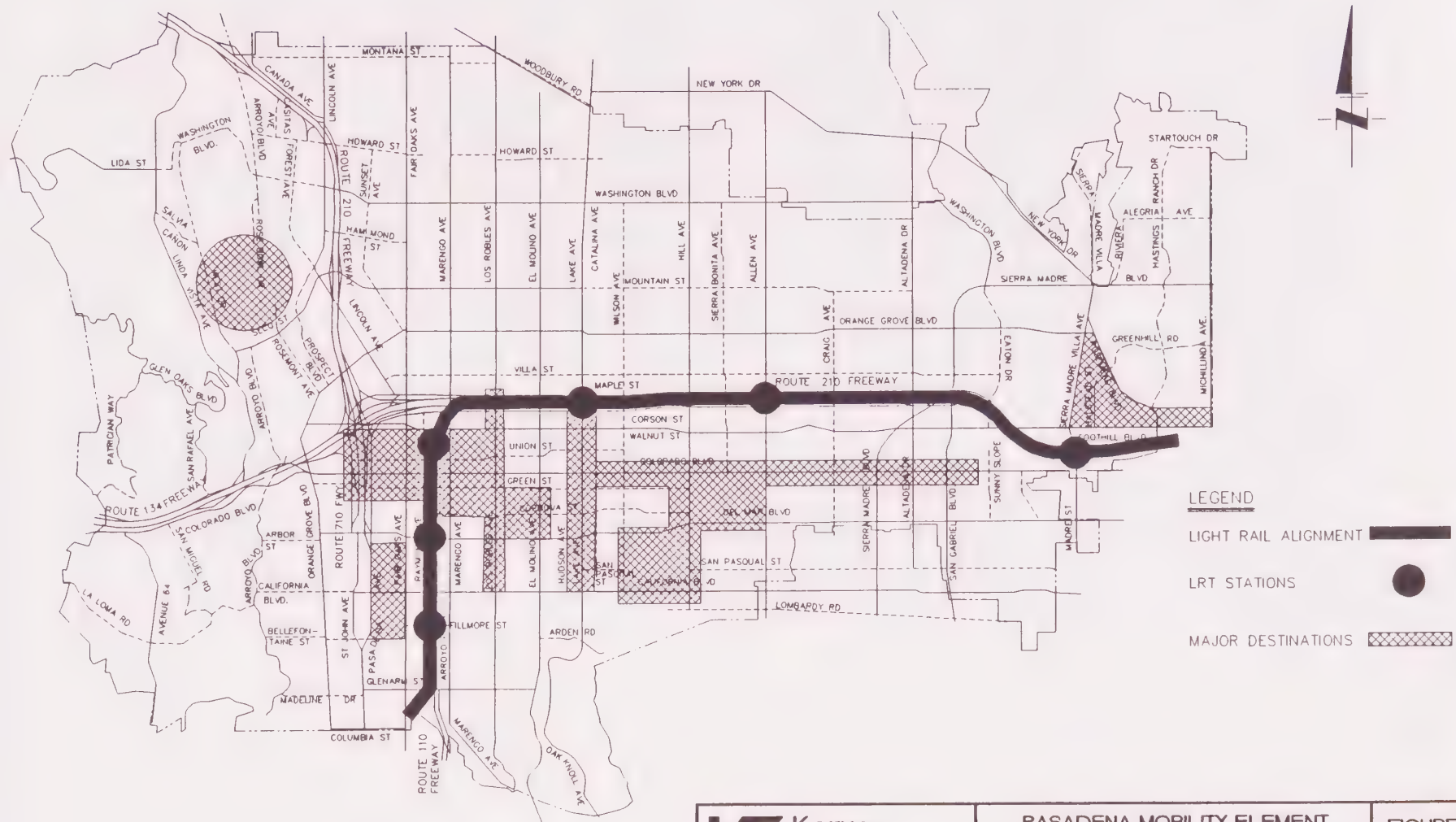
Of the six Light Rail stations planned within the City, only two stations, Del Mar Transportation Center and Sierra Madre Villa station, are planned with parking facilities. The other four stations do not have parking facilities associated with their development. Access to these four stations should be by transit, walk-on or kiss and ride.

Expand Regional Bus Service


- A. Increase service frequency on existing routes.
- B. Add new bus routes where demand for such service is identified, and expand regional express bus service into and out of Pasadena.
- C. Implement subscription bus service to major local employers, and from key residential communities.
- D. Pursue electrification of existing transit routes, in particular routes 180 and 181.
- E. Enhance transit service within the Tri-City (Burbank, Glendale, Pasadena) corridor.

Expand Local Bus Service

- A. Add Pasadena Bus Circulator routes to link residential areas with employment, commercial, retail, institutional and recreational areas/facilities.
- B. Develop free-fare zones for bus use within major Pasadena commercial areas.
- C. Expand City Dial-A-Ride service, and enhance coordination with adjacent communities.



- LEGEND**
- LIGHT RAIL ALIGNMENT
 - LRT STATIONS
 - MAJOR DESTINATIONS

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	INCREASED TRANSIT OPPORTUNITIES	2

Provide Priority Treatment for Transit Vehicles

- A. Install bus-only lanes to enhance bus service speed and reliability on key transportation corridors, as follows:

North-South
Lake Avenue

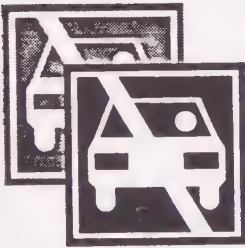
East-West
Colorado Boulevard

- B. Develop auto-free zones for transit and pedestrian use in key activity areas, such as:

Old Pasadena
Civic Center

Playhouse District

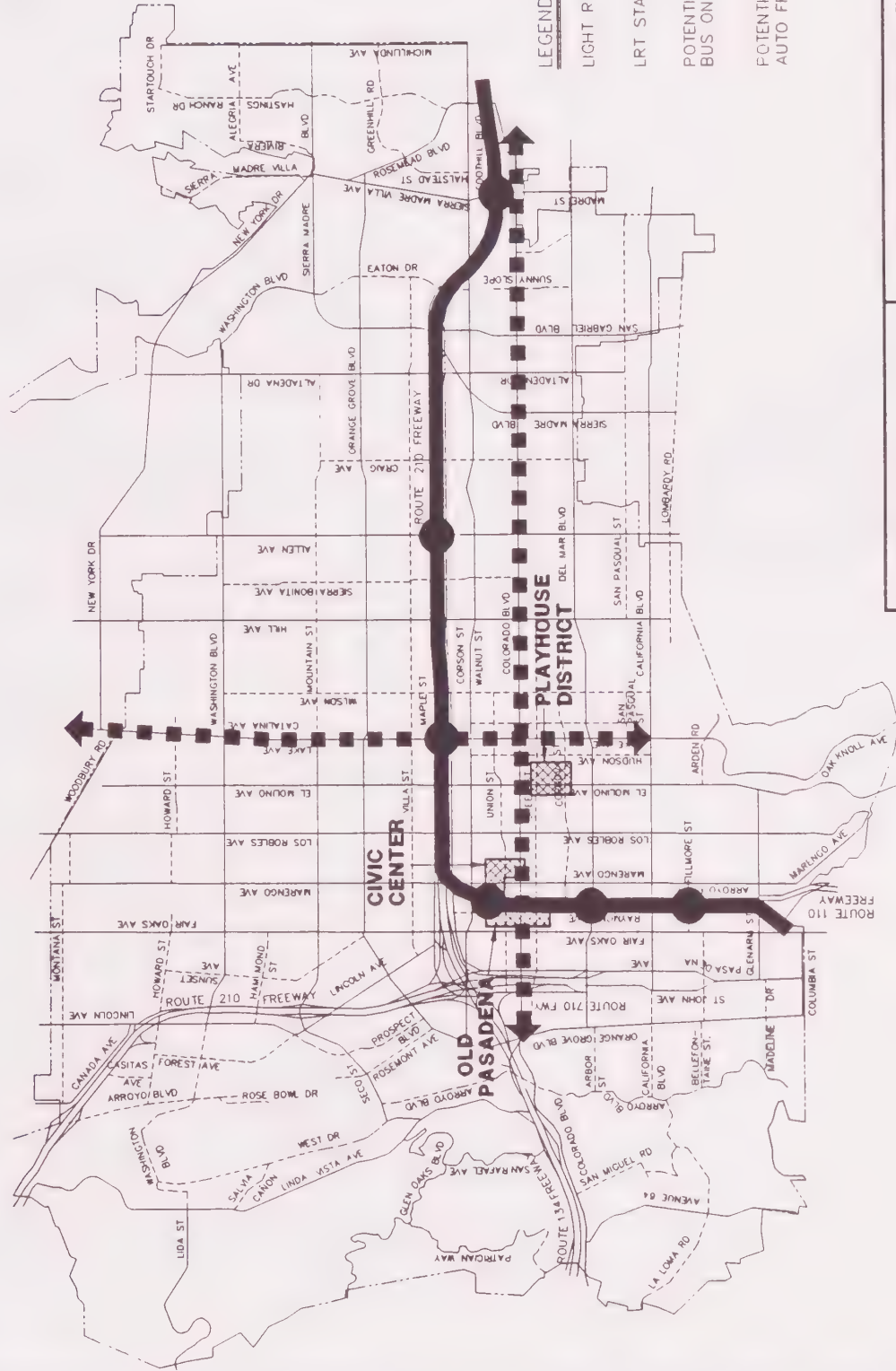
- C. Provide for convenient transfer between transit modes, and from auto to transit modes, through well designed and strategically located transit centers, such as the Del Mar Transportation Center.



Decrease Reliance on Automobile

When new programs, projects and developments are selected, preference should be given to those which increase the use of public transportation in order to decrease reliance on the automobile through:

- A. Establishing alternative systems to the single automobile use such as car pooling, bicycle use and walking;
- B. Improving the quality and level of service of fixed-line bus service;
- C. Providing non-fixed-route options for the transit dependent who needs special assistance;
- D. Promoting subscription bus service for employees;
- E. Supporting construction of and the use of Pasadena's light rail system;
- F. Providing street amenities (benches, shelters, etc.);
- G. Providing park-and-ride lots;
- H. Constructing a regional inter-modal transportation center;
- I. Utilizing full cost transportation policies, "Pay as you go" pricing strategies; and
- J. Where possible, encourage interactive relationship between transit and paratransit providers, such as SCRTD, Foothill Transit, Dial-A-Ride service.



FIGURE

3

PASADENA MOBILITY ELEMENT

TRANSIT LANES AND
AUTO FREE ZONES

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 PASSENGER

4.2 Increase the Use of Bicycling and Walking

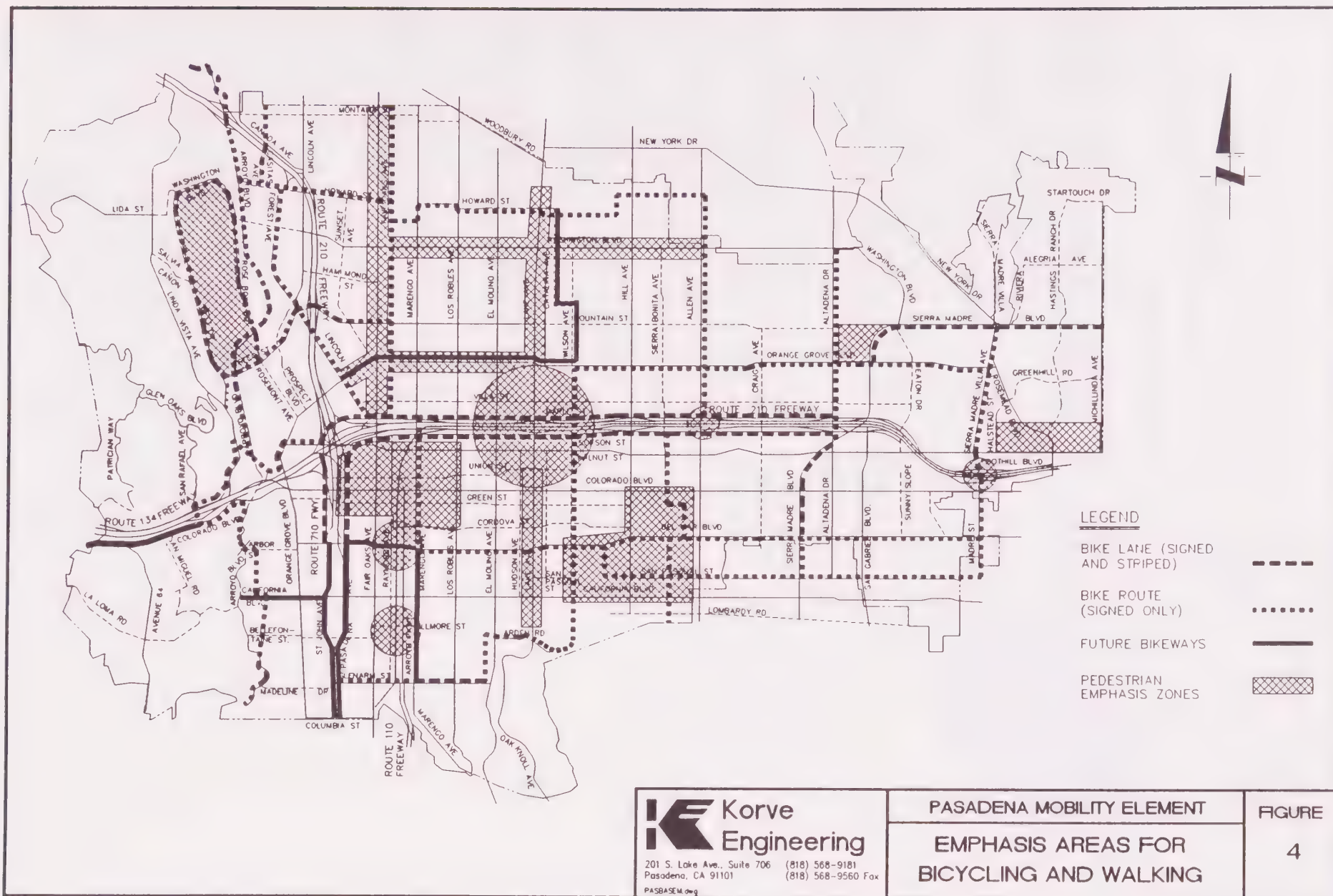
Provide Enhanced Bicycle Facilities



The City has adopted a policy to make Pasadena a place where bicycling and walking are encouraged, where all streets are bikeways and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs.

To encourage cycling and to meet the Council-adopted goal of 5% of all transit trips by bicycle by 2001, the following steps need to be taken:

- A. The zoning code that requires new developments to provide car parking should be amended to require numerically and functionally adequate bicycle parking. This would encourage bicycle use and correspondingly reduce overall parking cost to the developer.
- B. Existing developments should be first encouraged and, after a reasonable period of time, required to provide bicycle parking at the same levels required for new development.
- C. Bicycle facilities (lockers, showers, etc.) should be encouraged at worksites, shopping centers, recreational areas.
- D. At public events where large crowds gather -- for instance, sports events, concerts and conventions -- promoters should be required to provide Class 1 bike parking facilities at numerically adequate levels.
- E. Employee rideshare plans should include installation of Class 1 bicycle parking, shower facilities and lockers proportional to workforce.
- F. Streets should be planned, designed, constructed and maintained to facilitate shared use of bicycles and motor vehicles. This may involve parking restrictions and/or restriping.
- G. Bicycle routes/paths should be extended to provide a citywide network.
- H. A regional bikeway system should be developed by coordinating with adjacent communities.
- I. Bicycle access should be developed to and from recreational facilities.
- J. The City should print bicycle maps showing street ratings for bicycle use on an as-needed basis.
- K. Bicycle parking facilities should not charge a fee. All bicycle parking throughout the City should be free.



- L. Bicycle parking should be provided at all major bus, rail and park-and-ride facilities.
- M. The Rose Bowl loop should be considered first and foremost a recreation area. A detailed traffic management plan that considers the safety of the recreational user should be developed and implemented.

Improve Pedestrian Environment

The City should make it easy and enjoyable to walk around town by:

- A. Increasing sidewalk widths in key activity centers.
- B. Regulating design and placement of street furniture on public sidewalks in heavily used pedestrian areas.
- C. Completing project for sidewalk curb cuts.
- D. Regular steam cleaning of sidewalks in heavily used pedestrian areas.
- E. Installing appropriate directional and informational signing for the pedestrians.
- F. Improving safety by treating sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible.
- G. Encouraging businesses to install awnings, umbrellas and flower boxes, and other pedestrian amenities.
- H. Improving lighting in pedestrian areas.
- I. Encouraging sidewalk vendors.
- J. Enhancing street aesthetics by planting street trees and providing adequate maintenance.
- K. Expanding system of pedestrian routes, including development of mid-block routes, use of alleys and other off-street walkways, increases in open space, and encouraging usable open space in connection with building design and providing visually and physically accessible ground floors.
- L. Defining and developing a linked pedestrian network linking residential communities to local commercial centers, schools, parks, neighborhood centers, cultural centers, as well as to downtown Pasadena.
- M. Improving and emphasizing children pedestrian safety by providing striping/signing, crossing guards, traffic signals, and other safety devices that are deemed to improve safety at designated school crosswalks and crosswalks near schools and park areas.

4.3 Reduce the Level of Vehicular Trips in General, and Specifically the Use of Autos for Drive-Alone Trips

Expand the Trip Reduction Ordinance (TRO)

- A. Include specific rideshare and transit goals into the TRO, and for Transportation Demand Management (TDM) requirements on new developments.
- B. Implement a citywide Transportation Management Association to manage TDM activity throughout the City, and coordinate localized Transportation Management Organizations (TMOs).
- C. Allow for and encourage bus access to shopping malls and developments.
- D. Implement TMOs for key employment areas in Pasadena, such as:
 - Old Pasadena Pasadena City College
 - Lake Avenue CalTech
 - Los Robles Avenue East Colorado Boulevard
- E. Implement a TMO for Pasadena residents, to encourage rideshare and transit use from the home end of trip-making.
- F. Ensure that TDM programs include the full range of trip reduction measures, such as:
 - Telecommuting
 - Staggered work hours and 4/40, 9/80 programs
 - Carpool, vanpool programs
 - Guaranteed ride-home programs.

Provide High Occupancy Vehicle (HOV) Facilities

Improve access to regional HOV facilities on freeways (such as I-210) by the following measures:

- A. Support development of HOV-only ramps, and/or HOV bypass ramps, at freeway interchanges within the City (e.g., planned ramps at Fair Oaks and I-210).
- B. Provide HOV lanes for carpools, vanpools and transit vehicles on key arterial streets between freeways and major destination areas.

Develop Parking Supply Programs

- A. Modify Parking Code to mandate maximum on-site supply over time, linked to increases in transit/rideshare use.
- B. Modify Parking Code to provide incentives for phased reductions in maximum on-site supply over time, linked to increases in transit/rideshare use.



- C. Modify Parking Code to include minimum requirements for rideshare and bicycle parking spaces.
- D. Develop strategy for shared use of parking, and pooled parking supplies, to share resources and more effectively utilize overall parking supply. Modify Parking Code accordingly.
- E. Provide development incentives to encourage consolidation of parking, understanding that landscaping regulations and access points for parking lots become critical as parking lots become larger.
- F. Require installation of trees in proportion to number of parking spaces.

- G. Coordinate parking strategies with neighboring cities.

Develop Parking Pricing Programs

- A. Encourage the elimination of subsidized parking by employers at employment locations.
- B. Regulate use and cost of curb spaces in major activity centers.
- C. Assist employers in developing programs to provide "equal" transportation allowance to transit and auto users.
- D. Establish local parking tax on long-term parking spaces. Utilize receipts to fund local transit and TDM programs.

4.4 Develop Land Use Planning to Support These Mobility Goals

Increase Land Use Densities in Transit Corridors

- A. Focus new multi-family residential development into key transit corridors.
- B. Focus new employment in key transit corridors, especially Lake Avenue and Colorado Boulevard.

Develop Mixed-Use Zoning

- A. Allow mixed-use zoning which includes housing and commercial to encourage living and working in same area and reduction of trips. Examples include ability for store owners to live above store, workers to rent/own in close proximity to jobs and work opportunities.
- B. Develop convenient access between affordable housing and affordable transportation.

Encourage Supportive Urban Design

- A. Design developments to be friendly to pedestrian and transit user. Locate buildings close to street to provide for convenient access and minimize access distance from transit and sidewalk.
- B. Place parking at the rear of, or below, buildings, rather than in front of buildings where it creates a barrier to access from street.
- C. Require new developments to include transit access facilities such as pedestrian easements, bus shelters and loading areas.
- D. Require new developments to include rideshare pick-up areas for carpools and vanpools.
- E. On North Lake Avenue, the use of shared parking areas and shared driveways should be encouraged as parcels redevelop in the future. The possibility of a median on North Lake Avenue should also be examined as land uses change.



4.5 Establish Principal Mobility Corridors Within the City

The following corridors are suggested as the backbone of the transportation system in Pasadena:

North-South

Lincoln Avenue
Arroyo Parkway
Fair Oaks Avenue
Los Robles Avenue
(north of Del Mar)
Lake Avenue
Hill Avenue (south of freeway)
Allen Avenue (north of freeway)
Altadena Drive
Sierra Madre Blvd
(north of freeway)
San Gabriel Boulevard
Rosemead Boulevard

East-West

Orange Grove Boulevard
(Lincoln to Rosemead)
Walnut Street
(Orange Grove
to Foothill)
Foothill Boulevard
Del Mar Boulevard



Los Robles Avenue south of Del Mar Boulevard is not designated as a mobility corridor. Various traffic engineering techniques such as right turn only lanes and signal timing will be used to encourage through traffic on Los Robles Avenue to turn at Del Mar Boulevard to travel east/west, and then north/south on Lake Avenue and Arroyo Parkway. Improvements to the traffic flow on South Lake Avenue will not include removal of on-street parking.

The establishment of these corridors will allow the development of appropriate transportation strategies to focus travel onto, and provide for convenient movement along these corridors.

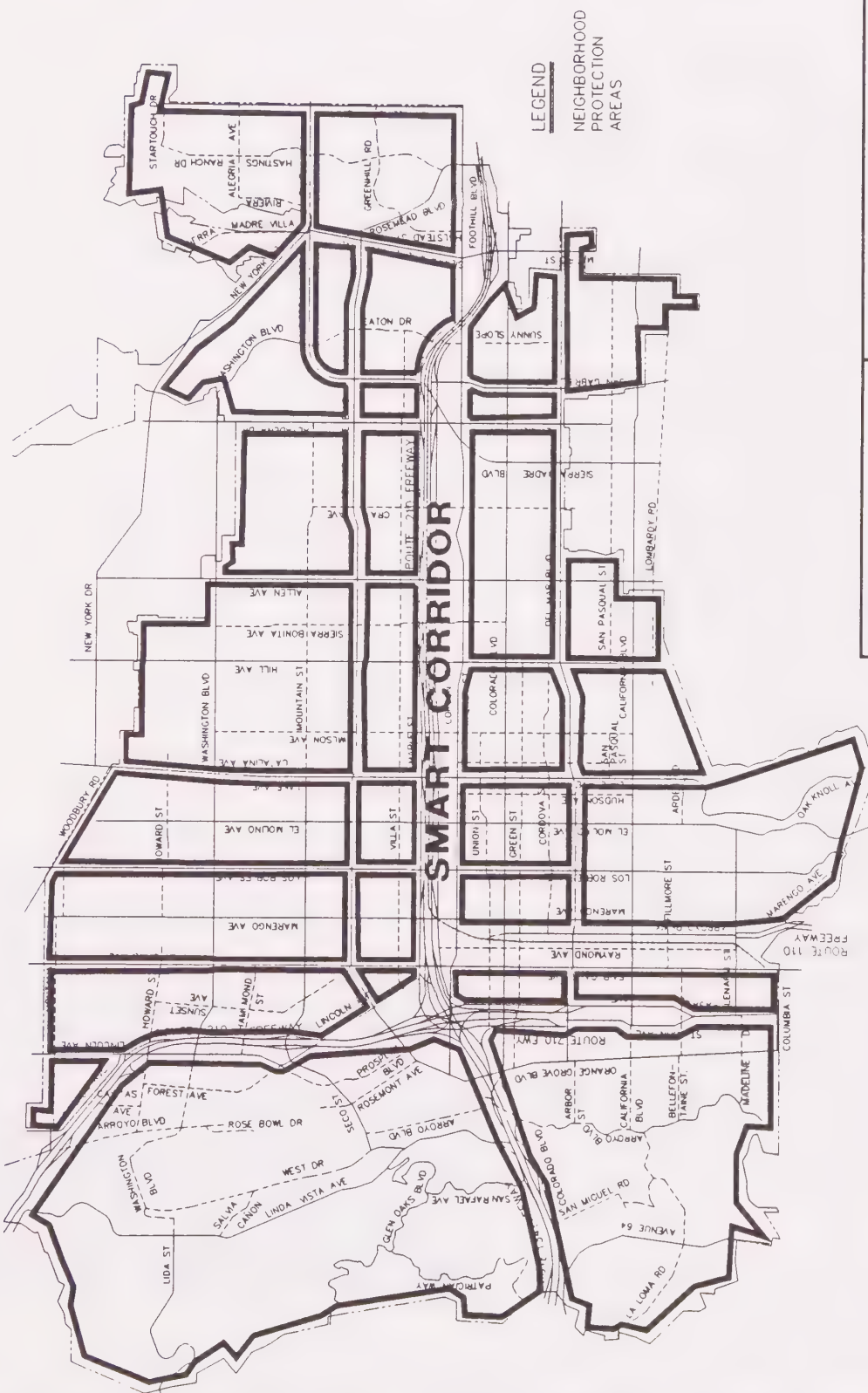
The majority of previously approved street widenings will not be required in the City because of the focus of transportation on alternative modes. Currently, the City Council has approved about 304 blocks of street widening projects, and the Public Works and Transportation Department has another 281 blocks of recommended street widening projects. This amounts to a total of 585 blocks of street widening projects.

Of these 585 blocks of street widening projects, only five projects totaling 10 blocks of street widenings are recommended in the Draft Mobility Element. The five projects are as follows:

- Allen Avenue, Locust to Walnut
- Lincoln Avenue, Orange Grove to 300 feet north
- Los Robles Avenue, Colorado to Walnut
- Woodlyn Road, Rose to Altadena
- Fair Oaks Avenue, Chestnut to Corson

The reduction in the number of street widenings is very significant, and reflects the policies of the Mobility Element on other modes of transportation. When streets are to be widened, special consideration should be given to:

- Minimizing disruption and relocation of homes and businesses;
- Preserving historic buildings and structures;
- Protection of the quality of residential areas and other surrounding land uses;
- Safety improvements;
- Pedestrian access;
- Environmental protection;
- Integrated plan for parking, local transit, traffic and pedestrian circulation including curb cuts;
- Future community development policies; and
- Widening within existing right-of-way.



LEGEND

NEIGHBORHOOD PROTECTION AREAS

PASADENA MOBILITY ELEMENT	FIGURE 5
PRINCIPAL MOBILITY CORRIDORS	



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All strategies for increasing street capacity should be thoroughly considered as alternatives to physical widenings.

Alternatives include:

- Physical changes at intersections such as left-turn and right-turn pockets;
- Changes to the current system such as revised lane designations (markings and stripings) and other various traffic engineering techniques which maximize existing capacity;
- Increasing utilization of existing transit services or exploring the addition of new transit services or establishing and implementing Transportation Demand Management (TDM) and Transportation System Management (TSM) programs;
- Increasing the attractiveness of alternative routes; or
- Other appropriate operating methods or technologies.

The Union Street extension should be completed and the Kinneloa Street extension is critical to provide access to Sierra Madre Villa light rail station, at the same time, minimizing traffic impact to adjacent residential communities. A connection from Washington Boulevard to New York Drive should also be evaluated to support the proposed Environmental Center.

The effect on aesthetic character and livability of residential neighborhoods merits equal consideration with traffic engineering criteria in the design of street improvements.

The basis for evaluation for street improvements should include:

- Streetscape and landscaping;
- Lighting levels appropriate to neighborhood character, circulation requirements and public safety considerations;
- Reinforcing neighborhood identity;
- Reducing or stabilizing traffic levels on local streets;
- Increasing safety through limiting speed; and
- Routing through traffic away from residential areas.

4.6 Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors

Smart Corridor

The SMART CORRIDOR program will be the keystone of this strategy. This program will focus through traffic into the freeway corridors through the City, particularly the I-210 corridor, by measures such as timed traffic signals for fewer stops and safer, regulated travel speeds; elimination of peak on-street parking; improved signing; traffic flow monitoring; providing real-time traffic conditions reports by highway advisory radio, and changeable message signs. Similar measures may be applied to Walnut Street to encourage use of this street as a principal travel corridor for Pasadena residents, and alleviate traffic flows in local residential areas.

Because residential land use will be retained on Corson and Maple avenues, the primary purpose of the SMART CORRIDOR will be to manage through traffic and maximize the use of the freeway as opposed to directing traffic onto the frontage roads.

Reduce Auto Traffic on Certain Streets

Certain streets will be de-emphasized to reduce auto traffic for through or intra-city travel. These include:

<u>North-South</u>	<u>East-West</u>
Marengo Avenue (south of Del Mar)	Washington Boulevard
Los Robles Avenue (south of Del Mar)	Orange Grove Boulevard (Columbia to Colorado)
El Molino Avenue	California Boulevard
Hill Avenue (north of freeway)	
Allen Avenue (south of freeway)	



Use of these streets can be focused on access to the adjacent communities, either commercial areas or residential neighborhoods. Street widths can be narrowed in certain cases by widening sidewalks or implementing angle parking, to enhance the pedestrian environment and reduce traffic speeds and volumes to levels compatible with adjacent land uses. In certain cases, streets may need to be cul-de-saced at strategic locations in order to prevent use by through traffic.

To the extent possible, traffic mitigation control, particularly for noise, will be implemented in the Pasadena Avenue / St. John Street corridor. Traffic use of Los Robles Avenue and Marengo Avenue south of Del Mar should be de-emphasized and the traffic impacts to the adjacent neighborhood be reduced.

Protect Neighborhoods

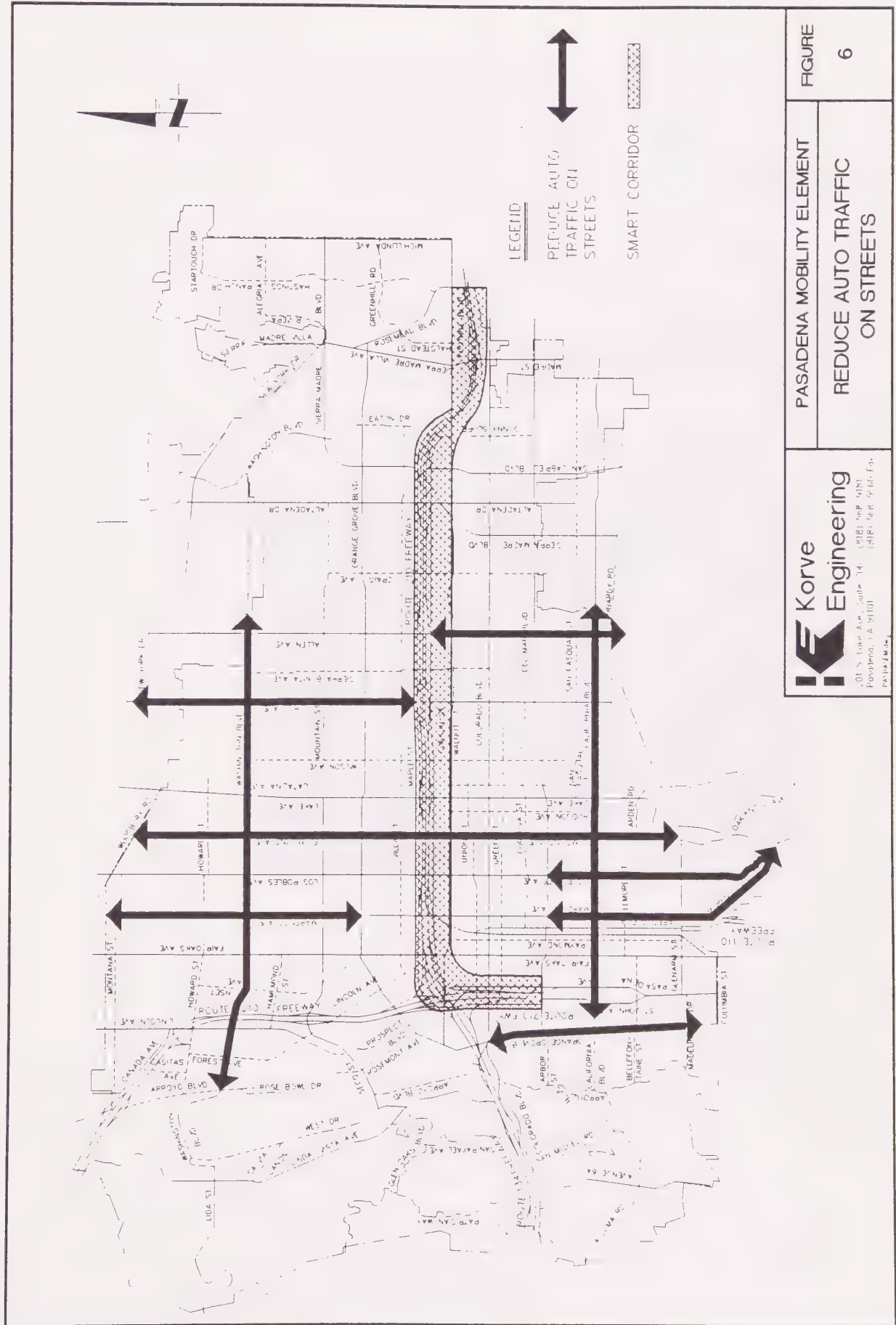
The most effective method of preventing traffic from infiltrating neighborhoods is to provide for efficient traffic flow on the principal mobility corridors as defined above in Section 4.5. By maintaining good traffic flow on the mobility corridors, traffic will be less likely to seek alternative routes and short cuts through residential neighborhoods. Traffic flow on the mobility corridors can be improved by enhancing the traffic signal timing through the use of the computerized traffic signal system, parking restrictions during peak traffic flow periods, and other operational improvements during peak traffic hours.

In addition to improving traffic flow on the major streets, some measures to protect the neighborhoods may also be necessary. The main concern of residents on neighborhood streets are the volume of traffic, the speed of traffic, and on-street parking impacts. All three of these concerns tend to impact the residents from an environmental street capacity point of view, and may affect the quality life in the neighborhoods. In order to protect the neighborhoods from traffic intrusion, neighborhood traffic management plans may be developed for neighborhoods across the City.

The neighborhood traffic management plans will consist of two major parts; the first part, ways to improve flow on the mobility corridors in the area, and the second part, ways to control through traffic volume, the speed, and parking impacts. Ways to reduce the speed of traffic through neighborhoods include speed humps, street narrowing, medians, necking-down of entry ways, appropriate traffic signs, and police enforcement. Ways to reduce traffic volume include turn prohibitions during peak traffic hours, appropriate guide signs, traffic barriers, cul-de-sacs, islands, and other measures that would reduce the speed which makes the street less desirable to travel on. Ways to reduce parking impacts include providing on-street parking, restricting parking duration and parking periods, preferential parking programs, and providing adequate off-street parking.

The environmental capacity of a street is a new concept that will be utilized by the City to evaluate the impact of traffic speed and traffic volume on the quality of life of a neighborhood street. The environmental capacity is defined to be the maximum permissible traffic conditions on a street from an environmental point of view. The environmental capacity is based on the traffic volumes, the speed of traffic, the number of trucks, the type of parking conditions, accessibility, the street width/cross-section, pedestrian volumes, and the land uses on both sides of the street. This is different from the current concept of roadway capacity, which is based on the amount of traffic the street can accommodate without traffic delays and backups.

The traffic conditions on a street affect not only the pedestrians and children along a street, but also the people living within the buildings along a street. The negative impacts of traffic include noise, dust, air pollution, traffic accidents, decreased pedestrian/children safety and vibration. These negative impacts of traffic flow will normally increase as the traffic volume grows, the speed of traffic grows, and



Korve Engineering 201 S. Lake Ave., Suite 140 Pasadena, CA 91101 (818) 798-4980 (818) 798-9666 Fax korve@korve.com	PASADENA MOBILITY ELEMENT	FIGURE 6
	REDUCE AUTO TRAFFIC ON STREETS	

as the number of trucks grows. Studies have shown that these negative impacts of traffic conditions affect the quality of life for people living on a street, and also the value of the property. Thus, the City is putting an emphasis on the protection of neighborhoods from these negative impacts of traffic, and will develop neighborhood traffic management plans.

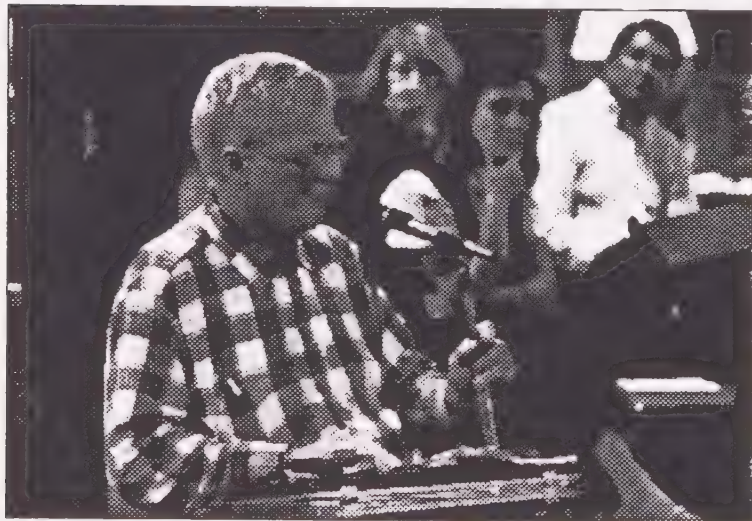
Based on the environmental capacity standard, neighborhood streets in the targeted areas will be rated in terms of poor, satisfactory, or good environmental capacity. The streets receiving low ratings will be the focus of the neighborhood traffic management plans developed for each area. However, note that individual streets should not be studied by themselves -- the entire areas must be studied as a whole to solve traffic problems of the area and not just push traffic from one neighborhood street to the next.

Another area of concern for neighborhood streets is the on-street parking demand and capacity. The parking conditions of the street will also be analyzed in terms of the environmental capacity of the street, as on-street parking and people driving around to find parking spaces also significantly affect the environmental capacity of a street. Key areas of residents' concerns for parking impacts include the CalTech/PCC area, and the areas near the proposed light rail transit stations.

The City will work with these areas, and others as problems are identified, to develop curb parking, time restrictions and preferential parking programs to assist in controlling parking problems.

4.7 Regional Coordination

- A. Intergovernmental cooperation between the City, Caltrans, Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (SCRTD), Tri-City Transportation Coalition (Burbank, Glendale, and Pasadena), and the San Gabriel Valley Transportation Coalition.
- B. Shared funding (public, private, or public/private partnerships).
- C. Cooperation with the Southern California Rapid Transit District and other transit service providers in efforts to improve service in Pasadena and better serve the Light Rail stations.
- D. Cooperation with other transit, transportation, and community organizations.



4.8 Light Rail Station Locations

Huntington Station

Location: Fillmore Street

Signalized Intersections: None

Street Characteristics

Fillmore Street - Local; one lane in each direction; ADT 1,000.

Raymond Avenue - Collector; two lanes in each direction; ADT 6,200.

Arroyo Parkway - Major arterial; three lanes in each direction; ADT 25,000.

Fillmore Street between Arroyo Parkway and Raymond will be closed to accommodate the Light Rail Station. This area has good north-south automobile access along Fair Oaks, and is close to the Huntington Hospital. A site in this area could encourage the transition of the existing land use into a potential technology park or alternate higher intensity land use. The Housing and Community Development Department will soon be hiring a marketing consultant to examine the potential uses for this area.



Transportation Center Station at Del Mar Boulevard

Location: North side of Del Mar Boulevard between Arroyo Parkway and Raymond Avenue at existing Amtrak station.

Signalized Intersections: Del Mar Boulevard at Raymond Avenue. Del Mar Boulevard at Arroyo Parkway.

Street Characteristics

Del Mar Boulevard - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 20,100.

Raymond Avenue - Collector; two lanes in each direction with left-turn pockets at signalized intersections; ADT 6,300.

Arroyo Parkway - Major arterial; three lanes in each direction with left-turn pockets at signalized intersections; ADT 22,800.

This station has good north/south and east/west street access for the automobile. Because of the vacant land around the site, there is good potential to encourage future land use compatible with rail use -- i.e., mixed use (retail and housing). In addition, a multi-modal transportation facility has been proposed for this site.

Pasadena Civic Center Station

Location: Adjacent to Memorial Park on north side of Holly Street between Raymond Avenue and Marengo Avenue.

Signalized Intersections: Holly Street at Raymond Avenue. Holly Street at Arroyo Parkway. Holly Street at Marengo Avenue.

Street Characteristics

Holly Street - Two lanes in each direction between Raymond Avenue and Arroyo Parkway; one lane in each direction between Arroyo Parkway and Marengo Avenue; ADT 3,500.

Raymond Avenue - Collector; two lanes in each direction with left-turn pockets at signalized intersections; ADT 7,000.

Marengo Avenue - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 23,300.

Holly Street between Raymond Avenue and Arroyo Parkway may be closed to accommodate the Light Rail Station. This station will serve a variety of locations: Old Pasadena, the existing Senior Center and Memorial Park, City Hall, the Armory Center for the Arts, the Civic Center West Project (which consists of multi-family residential units and retail), as well as existing major employers in the area, such as PacBell and Parsons. This station provides ready access to Pasadena's Civic Center and Old Pasadena, a retail and entertainment district of the City.

Lake Avenue Gateway Station

Location: Center of 210 Freeway at Lake Avenue.

Signalized Intersections: Lake Avenue at Corson Street. Lake Avenue at Maple Street

Street Characteristics:

Lake Avenue - Major arterial; three lanes in each direction with dual left-turn pockets at signalized intersections; ADT 40,500.

Maple Street - Collector; one-way; two lanes westbound with four lanes at Lake Avenue; ADT 3,900 (20,000 ADT at intersection).

Corson Street - Collector; one-way; two lanes eastbound with five lanes at Lake Avenue; ADT 6,700 (22,000 ADT at intersection).

This location has good north/south street automobile and pedestrian access. Lake Avenue, south of the 210 Freeway, is both an employment and business center. Because of the high density of development, Lake Avenue is a destination point. The area north of the 210 Freeway is an area in transition from single family or duplex to higher multi-family uses. The area has a zoning designation of RM

48 and General Plan designation of High Density Residential. Access to the station should be designed to minimize conflicts between pedestrians and vehicular traffic.

Allen Avenue College Station

Location: Center of 210 Freeway on east side of Allen Avenue.

Signalized Intersections: Allen Avenue at Maple Street. Allen Avenue at Corson Street

Street Characteristics

Allen Avenue - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 25,900.

Maple Street - Collector; one-way, two lanes, westbound with three lanes at Hill Avenue; ADT 7,000 (15,200 at intersection).

Corson Street - Collector; one-way, two lanes, eastbound with three lanes at Hill Avenue; ADT 6,000 (17,900 at intersection).

This station has good north/south and east/west automobile access. It is close to Pasadena City College and CalTech. The surrounding land use, both north and south of the freeway, is a mixture of residential and non-residential uses. The addition of the Light Rail will aid in determining the direction of this transition.



Sierra Madre Villa Avenue Station

Location: Center of 210 Freeway, 750 feet west of Sierra Madre Villa Avenue.

Signalized Intersections: Sierra Madre Villa Avenue at 210 Freeway Ramps. Sierra Madre Villa Avenue at Foothill Boulevard.

Street Characteristics

Sierra Madre Villa Avenue - Major arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 15,000.

Foothill Boulevard - Major arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 12,600.

This location has good north/south and east/west automobile access. The surrounding land uses are industrial and open space. The proposed terminal at this location is consistent with the uses in this area.

4.9 Other Transportation Facilities

Truck Routes

The City currently has an extensive network of designated truck routes to serve the commercial and industrial transport needs of the business community. It is essential to maintain a truck route network to support development, and the continuation and revitalization of the commercial and industrial areas of the City.

Truck routes direct truck traffic to those roadways which are designed to accommodate these vehicles and restrict vehicles from those streets which are undesirable for heavy commercial traffic. In this way, designated routes provide the City with a means of controlling commercial vehicular traffic in order to minimize intrusion and adverse impacts on residential areas and non-truck-route arterials.

To meet these objectives, the current truck route network should be modified to include only those surface streets which are essential to provide adequate service to the community and that requires commercial traffic to use the freeway network to the greatest extent possible, thereby minimizing travel on City streets.

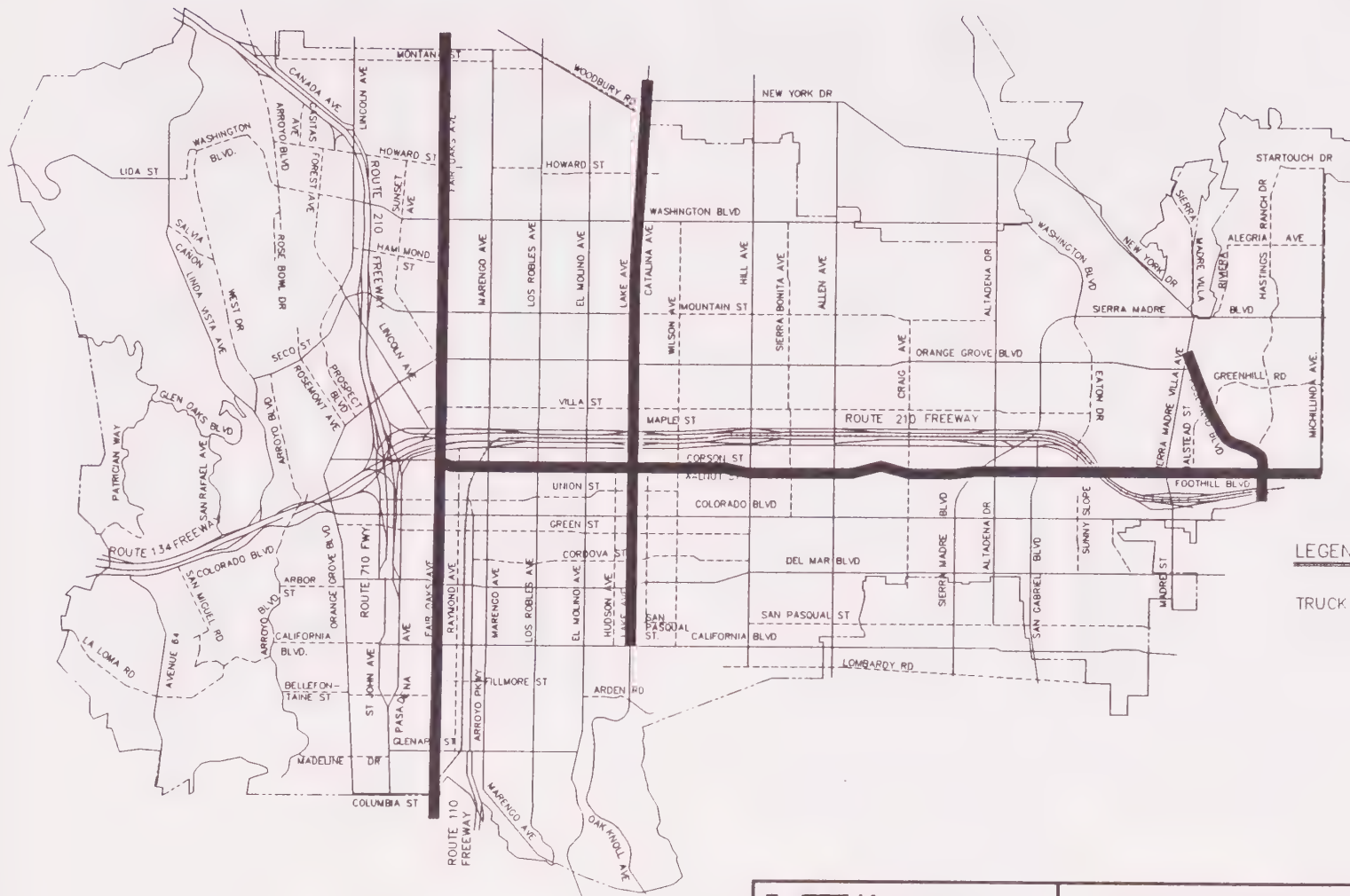
The following streets will be designated truck routes:

- Fair Oaks Avenue
- Lake Avenue
- Rosemead Boulevard
- Walnut Street/Foothill Boulevard (Fair Oaks Avenue to east City limit)

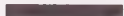
Railways

There is an existing rail line which traverses the City generally in an east-west direction. The line enters the southwestern portion of the City, between Arroyo Parkway and Fair Oaks Avenue, travels in a northerly direction parallel to Arroyo Parkway, then turns easterly and travels along the 210 Freeway corridor. The line, until recently owned and operated by the Santa Fe Railroad, has historically been used for the movement of freight and goods and has served the commercial/industrial sectors of the City. The route has recently been purchased by the LACTC as part of the extensive rail transit network planned for the Southern California region. The right-of-way will be used for the Pasadena-Los Angeles Blue Line Light Rail Transit (LRT) system which is planned to be in operation by 1997.

While there are no significant problems currently associated with the use of the rail line, potential problems may include safety at at-grade crossings, noise, dust and other adverse visual impacts. With the development of the line as a light rail/commuter rail system, attention should be given to improving or grade separating the at-grade crossings and developing means to minimize any adverse impacts associated with this intensified use.



LEGEND

TRUCK ROUTES 

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PASADENA MOBILITY ELEMENT

TRUCK ROUTES

FIGURE

7

With the growing emphasis on the development of non-auto-oriented transportation modes, and on rail transit systems in particular, rail transportation will play an increasingly important role in the future of Pasadena's mobility.

Waterways

The nearest port facilities are located at the Ports of Los Angeles and Long Beach, approximately 35 miles south of downtown Pasadena. There are no inland waterways which directly link the City to these ports.

Airports

The City of Pasadena is served by the nearby Burbank-Glendale-Pasadena Airport. The airport, which was built in 1930, is served by most of the major commercial passenger carriers. According to airport officials, there are currently 85 scheduled daily departures, with a total of 300 daily flights, including helicopters, commercial and general aviation. In terms of total "operations" (takeoffs and landings), the number is currently 600 per day.

Although the airport is in operation 24 hours a day, there is a voluntary curfew on all commercial passenger flights between the hours of 10:00 p.m. and 7:00 a.m. each day. All of the commercial carriers which operate out of the airport generally comply with this restriction.

A Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the construction of a new passenger terminal has recently been completed and has been distributed for comment. The new terminal would provide expanded and updated facilities at a new site located farther from the runways. The existing terminal has been identified as being too close to the runways.

Pasadena is also served by Los Angeles International Airport, 30 miles to the southwest, and Ontario International Airport, approximately 25 miles east of the City. With these facilities, Pasadena enjoys convenient and abundant air transport service.

Drainage System

The City's drainage system, which consists of open channels, underground conduits, and streets, in general provides a reasonable degree of protection against flooding. Localized problems that may occur from time to time, especially in hillside areas subject to periodic fire and flood cycles, are treated on a case-by-case basis.

The standard for the level of protection to be provided against flooding in Los Angeles County requires that during the "urban design storm" -- one with a probability of occurrence of once in 25 years, based on rainfall records -- the surface capacity of a street may be used up to a water surface level not extending above or beyond the street's right-of-way lines.

As the City is almost fully built out and proposed land use changes will primarily involve the re-use of developed areas, no significant impact is anticipated on the drainage system. However, drainage system elements, particularly older facilities, are subject to on-going repair, replacement, or modification efforts based on maintenance records, complaints, and field observations. Major developments that impact the capacities of downstream lines are required to upgrade adjacent system components to mitigate these impacts at their sole expense.

Sewer System

Although an older system than most due to the City's age, Pasadena's sewer system is in generally good condition. This is because of the high level of regularly scheduled maintenance, including the use of television reconnaissance, performed each year. Problems disclosed by maintenance records or complaints are systematically corrected. Based on the observations and experience of operations personnel, there are presently no major system deficiencies in need of immediate attention.

The present level of waste water being generated is, in general, not considered to be a matter of concern in view of the advent of growth management and long-range plans that will reduce previous ultimate population and development density forecasts. Shifts in land use that may occasion waste water generation in excess of previous sewer system master planning assumptions will have to be addressed when site-specific information is available. However, as City policy is to require that localized system deficiencies or bottlenecks that will be impacted by major developments be corrected at the sole expense of said developments, no significant impact on the system is expected.

Waste Water Treatment

Pasadena, along with Alhambra, San Marino, and South Pasadena, is part of County Sanitation District No. 16 and, thereby, part of the waste water collection, treatment, and disposal system operated by the County Sanitation Districts of Los Angeles County. The Sanitation Districts, in conformance with Federal and State standards, must plan and construct waste water treatment facilities which are consistent with regional land use and population goals and forecasts. The Sanitation Districts' facilities are currently planned and constructed in conformance with the 1989 Growth Management Plan adopted by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) or with regional or subregional population projects approved by SCAG from time to time. The Sanitation Districts presently have sufficient existing and planned waste water treatment capacity to accommodate the year 2010 population forecasts for the Glendale/Pasadena subregion encompassing Sanitation District No. 16.

In addition, a small portion of the southwest hillside area of Pasadena comprised exclusively of single-family homes is tributary to the waste water collection, treatment, and disposal system owned and operated by the City of Los Angeles. This service is provided under a

contractual arrangement under the auspices of County Sanitation District No. 16. As this small area is virtually fully built-out, potential incremental additions to the sewer system are insignificant.

Water System

An adequate supply of water for Pasadena is dependent on weather, statewide growth, development of new sources and other factors. Since it is not possible to predict climatic changes and other outside influences into the future, it is difficult to give an accurate picture of water supply ten to twenty years from now. However if current water usage and growth patterns continue, forecasts indicate that by the year 2010 annual water demand in Southern California will exceed available supply by approximately two million acre-feet. One acre-foot of water supplies a family of four for one year. Aggressive conservation measures as outlined in the State Urban Water Conservation Best Management Practices can eliminate some 35 percent of this shortfall.

Since 60 percent of Pasadena's water is dependent on outside purchases through Metropolitan Water District, reasonable steps must be taken to avoid water shortfalls. Some of the steps Pasadena is taking to secure water supplies into the future are the following: Reclamation - using effluent from the existing Los Angeles/Glendale water treatment plant; Conjunctive Use Program - stores additional water supplies in the local groundwater basin for use during peak water demands and times of shortage; Conservation Programs -designed for all customer classes to reduce water usage.

The main components of the water system infrastructure consist of storage, pumping, and pipe network facilities. Currently, the City has 16 reservoirs, ranging in size from a 76,000- gallon to a 50,000,000-gallon capacity. The total system storage of a 106,598,700-gallon capacity is equivalent to three days' supply at average consumption rates. An additional 3.0-million-gallon capacity is nearing completion at the Gould Reservoir site in northwest Pasadena. Plans are also underway to add at least a 2.0-million-gallon capacity at the Sheldon East site in northeast Pasadena.

The City currently has 22 booster pumping plants with a combined total capacity of 56,000 gallons per minute. Theoretically, all storage facilities in the elevated zones can be refilled in less than a day, assuming all plants are operative.

The network of pipes and other appurtenances that comprise the existing water distribution network is such that no major transmission pipeline changes are anticipated to meet growth projections. Specific development projects generally do not have a major impact on overall water supply or storage, but rather have an effect on the water mains in the immediate area surrounding the development. Fiscal responsibility for any water distribution requirements in the immediate vicinity of the development are the sole responsibility of the developer.

An ambitious program of upgrading local distribution mains in order to comply with upgraded fire flow requirements is presently underway. Although this is a citywide process, it has been evident in the hillside areas because of their susceptibility to fire. This activity is addressed in the Water Fund Capital Improvement Program (CIP) where approximately \$700,000 a year is being marked for this project for the next several years.

Growth in water usage is modest -- about 0.5% per year. Although weather conditions always play a part in water sales, the effect of the City's aggressive water and energy efficiency (conservation) programs during this period cannot be denied. Furthermore, the community's response to the recent drought was evident in the water usage figures.

Future development or growth projected to occur in the next five years will not have an adverse impact on existing water transmission and supply, except for certain areas in the northeast and eastern portions of the City. Major development projects in these areas of the City would require some combination of additional storage, pumping, transmission and distribution pipeline facilities to be installed. Payment for any required major water infrastructure change or addition would likely be based on shared or apportioned costs of the improvements in relationship to the benefit derived by the prospective developments and existing customer base.

Power Facilities

Distribution Facilities

The Power Division of the Water and Power Department provides electrical energy to meet the needs of the consumers of the City. The City is served by an electrical distribution system operating at two voltage levels, 17Kv and 4Kv. The 17Kv system serves the industrial and commercial loads including multi-unit housing. The less efficient 4Kv system primarily serves residential and small commercial development. It will eventually be phased out of service.

Present facilities are adequate to serve the current electrical requirements of the City. To the extent that the City grows, new substations and circuits will be needed to serve new load. Load projections through the year 2010 indicate that three or four new stations will be needed. Consistent with the Land Use portion of the General Plan, these units will primarily serve those areas that are designated for the bulk of commercial growth and multi-unit housing. Substations shall be allowed in all General Plan Land Use Categories under provisions of the Zoning Code, to serve the electrical needs of each area.

New substations or additions to existing substations will be needed in the following Specific Plan Areas: Central District and South Fair Oaks Biomedical. In addition, substations may be required in other areas and in Redevelopment Areas to supply increased load or to improve quality of service.

Transmission Facilities

Energy is moved from sources to substations over the City's transmission system. At present, that system operates at 34 Kilovolts and is approximately 95% underground. Future transmission facilities, which may be of a higher voltage, will all be underground. As such, with the exception of construction periods, the facilities will have no impact on the General Plan.

Resource Facilities

Energy is delivered to the City at two locations: the Water and Power Department generating plants at the end of the Pasadena Freeway in the South-Central portion of the City, and at the T. M. Goodrich Receiving Station in the eastern side of the City, where energy is imported from sources outside the City.

Facilities at the generating plants will be maintained and upgraded to maintain the current level of capability and meet the requirements of air quality standards as they evolve. The installation of additional capacity is not anticipated at this time.

The T. M. Goodrich Receiving Station will be enlarged as necessary to provide facilities for the economical and reliable importation of electrical energy from sources outside the City. At present, 300 Mva of transformer capacity is installed. Planning is presently underway to install additional incoming transmission lines and to increase the station capacity.

To improve the visual environment of the City through improved streetscapes, the City has established the following policies:

- Undergrounding of all new electrical distribution facilities will be required;
- Conversion of existing overhead to underground facilities will be encouraged;
- Undergrounding of the entire electrical distribution system and removal of all overhead utility lines;
- Major arterials and collector streets will have the highest priority;
- Residential areas with utility poles adjacent to the curb will be next in priority; and
- Residential areas with poles on rear lot lines will have third priority.

MOBILITY ELEMENT



IMPLEMENTATION
& PHASING

City of Pasadena
Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
<u>Increase the Availability and Use of Transit</u>					
1. Develop Strategies to Maximize Use of Blue Line					
1a. Develop transit-circulator connections from Light Rail Transit (LRT) stations to major work, retail, entertainment, and recreational designations, such as: Huntington Hospital Pasadena City College CalTech East Colorado Playhouse District Civic Center South Lake Los Robles Corridor Old Pasadena Rose Bowl	X	X			PW&T, Transit Agencies
1b. Develop transit feeder service from residential neighborhoods to LRT stations.	X	X			PW&T, Transit Agencies
1c. Provide readily available and easy-to-follow service route and schedule information.	X	X	X	X	PW&T, Transit Agencies
1d. Focus development densities, for both commercial and residential land uses, around the Blue Line stations.	X	X	X	X	Planning, Development
1e. Encourage joint development at LRT stations, as a mechanism for enhancing direct access to/from rail stations.	X	X			Planning, Development
1f. Develop retail and service uses for transit commuters at LRT stations to encourage rail use and reduce additional vehicular trips.	X	X	X	X	Development
1g. Design LRT stations as gateways to enhance movement of people into Pasadena.	X	X			Planning, PW&T
2. Expand Regional Bus Service					
2a. Pursue increased service frequency on existing routes.	X	X	X	X	PW&T, Transit Agencies
2b. Pursue additional new bus routes where demand for such service is identified, and expand regional express bus service into and out of Pasadena.	X	X	X	X	PW&T, Transit Agencies

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2c. Implement subscription bus service to major local employers, and from key residential communities.	X	X	X		PW&T, Transit Agencies
2d. Pursue electrification of existing transit routes, in particular routes 180 and 181.	X	X			PW&T, SCRTD
3. Expand Local Bus Service					
3a. Add Pasadena Bus Circulator routes to link major commercial areas and also residential areas with employment, commercial, retail, institutional and recreational areas/facilities.	X	X	X		PW&T, Transit Agencies
3b. Develop free-fare zone proposals for bus use within major Pasadena commercial areas.	X	X			PW&T
3c. Expand City Dial-a-Ride service to enhance coordination with adjacent communities.	X	X			PW&T, County of Los Angeles
4. Provide Priority Treatment for Transit Vehicles					
4a. Provide for bus preemption or priority at traffic signals and key intersections, to improve bus speeds and service reliability.			X	X	PW&T
4b. Install bus-only lanes to enhance bus service speed and reliability on key transportation corridors, such as: <div> <div>North-South</div> <div>East-West</div> <div>Lake Avenue</div> <div>Colorado Boulevard</div> </div>		X	X		PW&T
4c. Develop auto-free zones for transit and/or pedestrian use in key activity areas, such as: <div> <div>Old Pasadena</div> <div>Civic Center</div> <div>Playhouse District</div> </div>	X	X			PW&T, Planning
4d. Provide for convenient transfer between transit modes, and from auto to transit modes, through well designed and strategically located transit centers, such as the Del Mar Transportation Center.		X	X		PW&T, Planning

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
5. Decrease Reliance on Automobile					
5a. Establish alternative systems to the single automobile use such as car pooling, bicycle use and walking.	X	X	X	X	PW&T, Planning
5b. Pursue improving the quality and level of service of fixed-line bus service.	X	X			PW&T, Transit Agencies
5c. Promote subscription bus service for employees.	X	X			PW&T, Development
5d. Support construction of and the use of Pasadena's light rail system.	X	X			PW&T
5e. Provide street amenities (benches, shelters, etc.)	X	X	X	X	Planning, Development
5f. Provide park-and-ride lots	X	X	X	X	PW&T, Caltrans, LACTC
5g. Construct regional inter-modal transportation center	X	X			PW&T, LACTC
5h. Utilize full cost transportation policies, "Pay as you go" pricing strategies			X	X	PW&T
5i. Encourage interactive relationship between transit and paratransit providers, such as SCRTD, Foothill Transit, Dial-a-Ride service.		X	X		PW&T, Foothill, SCRTD, LACTC
Increase the Use of Bicycling and Walking					
1. Provide Enhanced Bicycle Facilities					
1a. Revise development requirements to require numerically and functionally adequate bicycle parking as part of new development.	X				Planning, PW&T, Development
1b. Encourage existing developments to provide bicycle parking at the same levels required for new development.	X	X			Planning, PW&T
1c. Encourage destination bicycle facilities (lockers, showers, etc.) at worksites, shopping centers, recreational areas.	X	X	X	X	Planning, PW&T, Development

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
1d. Require Class 1 bike-parking facilities at numerically adequate levels at large public events.	X	X	X	X	Planning, PW&T, Parks/Recreation, Rose Bowl
1e. Require installation of Class 1 bicycle parking, shower facilities and lockers proportional to work force as part of rideshare plans.	X	X	X	X	PW&T
1f. Plan, design, construct and maintain streets to facilitate shared use by bicycles and motor vehicles, including parking restrictions and/or restriping.	X	X	X	X	PW&T, Planning
1g. Expand bicycle routes/paths to provide a citywide network.	X	X			PW&T, Planning
1h. Develop a regional bikeway system with adjacent communities and make printed information, including maps, available.	X	X			PW&T, Planning LACTC, Neighboring Cities
1i. Develop bicycle access routes to and from recreational facilities.	X	X			PW&T, Planning Parks/Recreation
1j. Provide City-owned bicycle parking throughout the City at no cost.	X				Planning, Rose Bowl
1k. Provide bicycle parking at major bus, rail and park-and-ride facilities.	X	X	X	X	PW&T, Planning
1l. Develop and construct a detailed traffic management plan for the Rose Bowl loop that considers the safety of the recreational user.	X	X			PW&T
2. Improve Pedestrian Environment					
2a. Increase sidewalk widths in key activity centers.	X	X	X	X	Development, PW&T, Planning
2b. Regulate design and placement of street furniture on public sidewalks, to minimize conflicts with pedestrians, and to enhance pedestrian environment.	X				Planning, PW&T, Development
2c. Complete project for sidewalk curb cuts.	X	X			PW&T

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2d. Regularly steam cleaning of sidewalks in heavily used pedestrian areas.	X	X	X	X	PW&T
2e. Install appropriate directional and informational signing for the pedestrians.	X	X	X	X	PW&T, Planning
2f. Improve safety by treating sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible.	X	X	X	X	PW&T
2g. Encourage businesses to install awnings, umbrellas and flower boxes.	X	X	X	X	Planning
2h. Install lighting where necessary for pedestrian use.	X	X	X	X	Planning; PW&T
2i. Encourage sidewalk vendors.	X	X	X	X	Planning
2j. Install street trees.	X	X	X	X	PW&T
2k. Expand system of pedestrian routes including development of mid-block routes, use of alleys and other off-street walkways, increase open space; and encourage use of plazas in building design.	X	X	X	X	PW&T, Planning
2l. Define and develop a linked pedestrian network linking residential communities to local commercial centers, schools, parks, neighborhood centers, cultural centers, as well as to downtown Pasadena.	X	X			PW&T, Planning
2m. Improve and emphasize child-pedestrian safety	X	X	X	X	PW&T
Reduce the Level of Vehicular Trips in General, and Specifically the Use of Autos for Drive-Along Trips					
1. Expand the Trip Reduction Ordinance (TRO)					
1a. Include specific rideshare and transit goals into the TRO, and for Transportation Demand Management (TDM) requirements on new developments.	X	X	X	X	PW&T, Planning
1b. Facilitate the efforts of the Citywide Transportation Management Association to manage TDM activity throughout the City, and coordinate localized Transportation Management Organizations (TMOs).	X				PW&T, TMA
1c. Allow for and encourage bus access to shopping malls and developments as part of design requirements.	X	X	X	X	PW&T, Planning

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
1d. Implement TMOs for key employment areas in Pasadena, such as: Old Pasadena Pasadena City College Lake Avenue CalTech Los Robles Avenue East Colorado Boulevard	X	X			PW&T
1e. Implement a TMO for Pasadena residents, to encourage rideshare and transit use from the home end of trip-making.		X			PW&T
1f. Encourage TDM programs to include the full range of trip-reduction measures, such as: Telecommuting Staggered work hours and 4/40, 9/80 programs Carpool, vanpool programs Guaranteed ride-home programs	X	X			PW&T
2. Provide High-Occupancy-Vehicle (HOV) Facilities					
2a. Support development of HOV-only ramps, and/or HOV by-pass ramps, at freeway interchanges within the City (e.g., planned ramps at Fair Oaks and I-210).		X	X	X	PW&T, Caltrans
2b. Provide HOV lanes for buses and carpools on key arterial streets between freeways and major destination areas.			X	X	PW&T
3. Develop Parking Supply Programs					
3a. Modify Parking Code to mandate maximum rather than minimum parking requirements.	X				Planning, PW&T
3b. Modify Parking Code to provide incentives for phased reductions in maximum on-site supply over time, linked to increases in transit/rideshare use.		X	X		Planning, PW&T
3c. Modify Parking Code to include minimum requirements for rideshare and bicycle parking spaces.	X				Planning, PW&T

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
3d. Develop strategy for shared use of parking, and pooled parking supplies, to share resources and more effectively utilize overall parking supply. Modify Parking Code accordingly.	X	X			Planning, PW&T
3e. Provide development incentives to encourage consolidation of parking, understanding that landscaping regulations and access points for parking lots become critical as parking lots become larger.	X	X			Planning, PW&T
4. Develop Parking Pricing Programs					
4a. Assist employees in phasing out subsidized employee parking.		X			Planning
4b. Regulate use and/or cost of curb spaces in major activity centers.	X	X	X	X	PW&T
4c. Promote the use of "equal" transportation allowance to employees using transit and automobiles for commuting as part of development plans.	X	X			PW&T, Planning
4d. Study possibility of establishing a local parking tax on long-term parking spaces. Utilize receipts to fund local transit and TDM programs.		X	X		PW&T, Planning
4e. Revise code so installation of trees is in proportion to number of parking spaces constructed.	X				Planning
4f. Coordinate parking strategies with neighboring cities.	X				Planning, PW&T, Neighboring Cities
<u>Develop Land Use Planning to Support These Mobility Goals</u>					
1. Increase Land Use Densities in Transit Corridors					
1a. Focus new multi-family residential development into key transit corridors.	X	X	X	X	Planning
1b. Focus new employment in key transit corridors, especially Lake Avenue and Colorado Boulevard.	X	X	X	X	Planning

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Develop Mixed-Use Zoning					
2a. Allow mixed-use zoning, which includes both housing and commercial to encourage reduction of trips.	X	X	X	X	Planning
2b. Develop linkages between affordable housing and affordable transportation.	X	X	X	X	Planning, PW&T
3. Encourage Supportive Urban Design					
3a. i. Design developments to be friendly to pedestrian and transit user.	X	X	X	X	Planning, PW&T
ii. Locate buildings close to street to provide for convenient access and minimize access distance from transit and sidewalk.					
3b. Place parking at the rear of, or below, buildings, rather than in front of buildings where it creates a barrier to access from street.	X	X	X	X	Planning, PW&T
3c. Revise development requirements for new developments so they include transit access facilities such as pedestrian easements, bus shelters and loading areas.	X	X	X	X	PW&T, Planning
3d. Revise development requirements so new developments will include rideshare pick-up areas for carpools and vanpools.	X	X	X	X	PW&T, Planning
3e. Encourage shared parking and driveways on North Lake Avenue.	X	X	X	X	PW&T, Planning
<u>Establish Principal Mobility Corridors Within the City</u>					
1. Street Extensions:	X				PW&T
1a. Union Street extension, Wilson to Hill					
1b. Kinneloa Street extension, Colorado to Foothill/Maple, Sierra Madre Villa to Titley	X				PW&T, LACTC
1c. Washington Blvd. extension to New York Drive (4 lanes)		X			PW&T

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Mobility Corridors: <div> <u>North-South</u> Lincoln Avenue Fair Oaks Avenue Los Robles Avenue (North of Del Mar) Lake Avenue Allen Avenue (North of Freeway) Altadena Drive Sierra Madre Boulevard San Gabriel Boulevard Rosemead Boulevard Arroyo Parkway Hill Avenue (South of Freeway) </div> <div> <u>East-West</u> Del Mar Boulevard Orange Grove Boulevard (Rosemead to Lincoln) Walnut Street (Orange Grove to Foothill) Foothill Boulevard </div>	X	X			PW&T
3. Computerized Traffic Signal System	X				PW&T
4. Street Widenings					
4a. Allen Avenue: Locust to Walnut	X				PW&T
4b. Lincoln Avenue: Orange Grove to 300' North	X				PW&T
4c. Los Robles: Colorado to Walnut	X				PW&T
4d. Woodlyn Road: Rose Avenue to Altadena Drive		X			PW&T
4e. Fair Oaks: Chestnut to Corson	X				PW&T
5. Intersection Improvements					
5a. Villa Street: Various intersections, Wilson Avenue to Lincoln Avenue		X	X		PW&T
5b. Sierra Madre at Washington & Orange Grove		X			PW&T

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
5c. As needed to protect public health and safety	X	X	X	X	PW&T
Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors					
1. Implement SMART Corridor techniques	X	X			PW&T, Caltrans, Neighbor Cities
2. Reduce auto traffic on certain neighborhood streets by reducing speed and/or capacity, by prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features.	X	X	X	X	PW&T
3. Reduce auto traffic on the following streets: Los Robles Avenue - Reduce auto traffic s/o Del Mar Marengo Avenue - Reduce auto traffic s/o Del Mar El Molino Avenue - Reduce capacity s/o California Hill Avenue - Reduce to 2 lanes north of Maple Allen Avenue - Reduce capacity s/o Colorado California Boulevard - Reduce to 2 lanes, e/o Lake, w/o Pasadena Orange Grove Boulevard (north/south) - Reduce to 2 lanes, Columbia to Colorado Washington Boulevard - Reduce auto traffic	X	X			PW&T
4. Protect neighborhoods with neighborhood traffic management plan techniques	X	X	X	X	PW&T
5. Pasadena Avenue/St. John's Avenue - Reduce traffic noise impacts	X	X			PW&T
Regional Coordination					
1. Coordinate with the California Department of Transportation					
HOV Lanes on I-210	X	X			LACTC, Caltrans
SMART Corridor	X	X			Caltrans, Burbank, Glendale
HOV ramps at Fair Oaks/I-210	X	X			Caltrans

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Coordinate with the Los Angeles County Transportation Commission					
Blue Line	X	X			PW&T
Extend Blue Line east		X	X		PW&T, Development
Transit Services	X	X	X	X	PW&T
3. Coordinate with the SCRTD, Foothill Transit, Dial-a-Ride Transit Services	X	X	X	X	PW&T
4. Coordinate with the Tri-Cities Coalition (Burbank, Glendale, Pasadena) and San Gabriel Valley Transportation Coalition.	X	X	X	X	PW&T

GENERAL PLAN



GLOSSARY

GLOSSARY

Adaptive Reuse

The modification of buildings in order to accommodate a land use other than that for which the building was originally constructed.

Affordable Housing

Housing which is priced as a reasonable percentage of total income for households at income levels of moderate and below.

Building Envelope

The three - dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area ratio, lot coverage, and intensity standards.

Central District (CD)

The area within the City traditionally referred to as "downtown" which constitutes the center of Pasadena. The Central District encompasses "Old Pasadena" and the South Lake District. This area contains a concentration of the City's commercial, retail, and office uses.

Circulators

Local bus service which links residential areas with employment, commercial, retail, institutional, and recreation areas/facilities.

Collector Streets

Streets designed for lower volumes of traffic and located near residential areas. Collector streets provide a connection between the arterial system and local residential and commercial areas.

Community Services

Public and private businesses and organizations which provide needed retail, commercial, and social services to the community, such as laundries, child care, etc.

Conditional Use Permit (CUP)

A special permit required for use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with surrounding development.

Density Bonus

The allowance of additional building density (square footage or number of residential units) in exchange for the provision of specific amenities such as affordable housing or child care services. Density bonus is used as an incentive to project developers for the provision of needed services or amenities.

Discretionary Land Use Decision

Land use decisions which involve the exercise of judgment on the part of local officials in determining the appropriateness of certain development applications. These types of decisions are contrasted by "as-of-right" development which are specifically authorized by land use regulations.

Downzoning

A change in the zoning classification of land to a district which permits development that is less intensive or less dense.

Floor Area Ratio

The amount of permitted building floor area on a lot in relation to the size of the lot. For example, a building of 10,000 square feet on lot which is 20,000 square feet has a floor area ratio of 0.50.

Free Fare Zones

Specific areas of the city within which no fee is charged for public transit ridership.

Granny Flats

A second unit which is an attached or detached dwelling unit that provides complete living facilities for one or more persons. The unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is located. Typically regulations governing granny flats contain either occupancy restrictions or standards limiting the size of the unit.

High Income

Income category defined as above 120% of the median income for the Los Angeles/Long Beach Primary Metropolitan Statistical Area.

High Occupancy Vehicle (HOV) Lanes

A roadway, or lanes, developed in a separate right-of-way and designated for the exclusive use of vehicles with a ridership of two or more including busses.

Infill Sites

Vacant parcels of land which are surrounded by development.

Infrastructure

Those improvements which serve as the underlying foundation for land development. These improvements would include streets, sewers, and utilities.

Intensity Standards

Regulations that specify the amount of development allocated within each land use category.

Land Use Diagram

Generalized land use map which identifies the General Plan land use categories and graphically depicts the principles, objectives and policies of the General Plan.

Light Rail

Medium capacity rail transit that provides passenger capacities ranging from 2,000 to 20,000 passengers an hour. Light rail can operate on either grade separated, reserved right-of-way, or can operate in mixed traffic on city streets.

Local Streets

Streets designed for low traffic volumes primarily serving the residential needs of the community. The function of local streets is to provide access to adjacent properties within residential areas.

Low Income

Income category defined as 50% to 80% of the median income for the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Mansionization

Term used to describe residential building additions, or building replacements, which lack compatibility with the scale and character of the surrounding neighborhood. Typically such additions, or replacements, are constructed in conformance with existing development regulations.

Master Plan

A document which sets forth rules for development on property owned by major public institutions within the City.

Minor Arterial Streets

Streets designed to carry traffic from primary arterials to collectors and local streets, as well as local traffic generators and other employment centers.

Mitigation Measures

Conditions imposed upon a project with the intent of avoiding, or minimizing, the potential negative impact of the project.

Mixed Use

Type of development which allows a combination of land uses within a single development.

Mode Specific Corridor

Transportation corridor designed for the use of a specific transportation alternative.

Moderate Income

Income category defined as 80% to 120% of the median income for the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Multi-Modal Corridor

Transportation corridor designed for the use of a variety of transportation alternatives.

Northwest Enterprise Zone

Specific designated area, approved by the Department of Commerce, which provides State and local incentives and programs to businesses within the area not available to businesses outside the zone. The purpose of this program is to provide incentives for business investment and location within the specified district.

Objective

A statement which sets forth an ultimate purpose that the City shall strive to attain.

Paratransit

Encompasses a variety of transportation services that are not rail/fixed guideway or fixed route bus service. These services could include carpooling, vanpooling, shared-ride taxi, or subscription bus service.

Park and Ride Lots

Parking facilities designated for users of mass transit, provides a central location for departure and arrival.

Pedestrian Oriented Development

Pedestrian oriented development systems provide clear, comfortable pedestrian access to a commercial area and transit stop. Pedestrian routes should be located along and visible from

streets. Primary pedestrian routes and bikeways should be bordered by the frontage of residential properties, public parks, plazas, or commercial uses.

Performance Oriented Requirement

Regulations which are based upon a minimum or maximum allowable limit rather than a specific standard. This approach is intended to allow greater flexibility in development.

Planned Development

A legal mechanism for developing parcels larger than 2 acres in a cohesive manner in order to ensure orderly planning and quality design.

Policy

A specific statement of principle intended to identify methods and programs to achieve stated objectives.

Population Density

Refers to the average number of persons per a given unit of land; usually expressed in terms of "per acre".

Primary Arterial Streets

Streets designed to carry large volumes of traffic from one part of the City to another, and to provide access to the freeway system. These streets carry both local traffic and through traffic.

Principal Mobility Corridor

Transportation corridors designed to carry the bulk of traffic within the City. Specific strategies will be developed to focus travel onto these corridors.

Principal Transportation Corridor

Multi-modal transportation corridors within the City designed to provide the principal movement of residents within the City. Transportation corridors will be designed for a variety of transportation alternatives such as public transit, bicycles, pedestrians, and autos.

Redevelopment Area

An area of the City which has been specifically targeted for revitalization, enhancement, or intensification. Plans are prepared for these areas with the intent of achieving the desired development objective.

Revitalization Sites

Urbanized areas where the quality of development is significantly deteriorated, or the land is underutilized.

Scale

Refers to the physical proportions of an existing district or neighborhood. Such factors as height, setback, and density of existing development determine the proportions of a given area.

Section 8 Housing

Rental housing partially subsidized through the Federal Section 8 program.

Single Room Occupancy

A residential unit designed for the occupancy by one or two individual tenants. Such units typically do not have both separate bathroom and kitchen facilities.

Smart Corridor

Mobility corridor designed to focus "through traffic" into the freeway corridors. Certain mechanisms such as traffic signalization and higher traffic speeds will be implemented to encourage the use of these corridors.

Spatial Attributes

Physical space that is created by walls and the inherent physical characteristics which define that space.

Specific Plan

An implementation tool authorized by State law which contains detailed development standards, distribution of land uses, infrastructure requirements and implementation measures for the development of a specific geographic area.

Targeted Development

Land use strategy which focuses development and economic growth into specific "targeted" areas of the City. This strategy recognizes that the issue of the total amount of development is not as significant as the location and type of development.

Targeted Development Area

Geographic areas of the City which have been designated as the focus for targeted development.

Tot Lot

Recreational parks designed for use by small children.

Transit Feeder Service

Service designed to provide transportation to public transit stations. For example the movement of people from residential areas to transit stations.

Transit Oriented Development

Mixed use neighborhoods located within a quarter mile walking distance of light rail stops or bus transfer stations. Urban transit oriented developments may be developed at higher commercial intensities and residential densities. Transit oriented developments have commercial areas located adjacent to the transit stops. These commercial areas should include convenient shopping, professional office, restaurants, service commercial, and entertainment for transit riders. The boundaries of a transit oriented development area shall generally not be further than 2,500 feet from a transit stop.

Transportation Demand Management (TDM)

A program of specific measures designed to reduce transportation demand. Such measures typically include carpool, vanpool, staggered work hours, and guaranteed ride-home programs.

Transportation Management Organization (TMO)

Organizations developed to implement the alternative measures identified within the Transportation Demand Management Program.

Unimproved Street

An unpaved roadway which lacks any physical enhancement.

Urban Village

A planning model which advocates the development of cities as a collection of small villages. This model involves the clustering of housing, retail and commercial uses, open space, and cultural and entertainment uses near transportation corridors, utilizing Mixed Use pedestrian-oriented configurations and appropriate housing densities.

Variance

Discretionary permit intended to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or existing structures; physical conditions of a site; street locations or traffic conditions in the immediate vicinity.

Very Low Income

Income category defined as 30% to 50% of the median income of the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Zoning Buildout

A growth scenario which assumes that development will occur to the maximum extent allowed by the City's zoning regulations.

NOTE - These are not zoning code definitions. Consult the Zoning Code for legal zoning definitions.

6.0 GLOSSARY

For the benefit of those not familiar with the transportation engineering terminology used in the Draft Mobility Element, the following section provides a brief description of some of the terms and abbreviations used throughout the document.

REGIONAL AGENCIES AND DOCUMENTS

CALTRANS: California Department of Transportation

FHWA: Federal Highway Administration

LACTC: Los Angeles County Transportation Commission

SCAG: Southern California Association of Governments

SCAQMD: South Coast Air Quality Management District

SCRTD: Southern California Rapid Transit District

Tri-Cities Coalition: An organization consisting of Pasadena, Burbank, and Glendale to work together to further joint interests in transportation issues.

CMP: Congestion Management Plan, a document required by State law for certain Counties to monitor, regulate, and improve traffic flow conditions.

Mobility Element: The section of a City's General Plan that addresses the specific goals, policies, and plans of the City-wide transportation facilities and services.

Proposition C: Legislation administered by Los Angeles County to utilize additional sales tax revenues for transportation projects.

STREET CLASSIFICATIONS

Mobility Corridors: Transportation corridors within the City necessary for movement of residents within the City, for residents to travel out of the City, and for nonresidents to travel to destinations in the City.

Primary Arterials: The function of primary arterials is to move large volumes of traffic from one part of the city to another, and to provide access/egress routes to the freeway system. Primary arterials

also serve as connectors to adjacent cities. Primary arterials generally provide four to six lanes of through traffic with a raised or painted median and have a minimum 100 foot of right-of-way.

Minor Arterials: Minor arterials typically have four lanes of traffic with no center median and a minimum of 80 foot right-of-way. These roadways are intended to carry traffic from the primary arterials to collectors and local residential streets, as well as local traffic generators and other employment centers.

Collectors: Collectors are defined as having two lanes of traffic with a minimum right-of-way of 60 feet. This type of roadway typically carries lower volumes of traffic and is usually located near residential areas. They provide a connection between the arterial roadway system and local residential and commercial areas.

Local Streets: Local streets carry low volumes of traffic to and from collectors and minor arterials. They accommodate both vehicular and pedestrian traffic. They also serve neighborhood commercial and industrial land uses.

TRAFFIC ENGINEERING TERMINOLOGY

Auto Free Zones: Streets that would be closed to auto traffic during certain events, or specific times of day and days of the week.

Average Daily Traffic (ADT): The number of vehicles passing a given location on a roadway during a 24 hour period. Typically represents average weekday traffic conditions.

Capacity: The maximum number of vehicles that can flow on a roadway or through an intersection based on the prevailing traffic, roadway, and traffic signal conditions.

CCTV: Closed-Circuit Television System, a camera system used to visually monitor traffic conditions (Smart Corridor).

CIP: Capital Improvement Program, a list of City Council approved projects to improve transportation facilities and other systems.

CMS: Changeable Message Signing System, a system of signs used to direct motorists to appropriate travel routes (Smart Corridor).

Delay: A measure of lost travel time due to interruptions in traffic flow, expressed in seconds per vehicle.

HAR: Highway Advisory Radio, radio broadcasts used to advise people of prevailing traffic conditions (Smart Corridor).

Level of Service: A measure of the quality of operation of a transportation facility, with Level of Service "A" being very good operation with little traffic delays, and Level of Service "F" being severely congested operation with large traffic delays.

Mitigation: A transportation measure proposed to improve the level of service of a transportation facility.

Smart Corridor: A concept to control and manage regional through traffic into the freeway corridors within the City.

Traffic Management Plan: A plan using traffic control strategies like signing, striping, signal timing etc..., to control traffic flow during special events.

Traffic Signal Control System: A computerized system to centrally operate and coordinate the City's traffic signals.

Travel Demand: The number of trips created by activities, i.e., people going traveling from home to work, shopping, recreation, and other places.

TSM: Transportation System Management, a catch-all term for methods used to improve the operation of roadways and intersections by low cost measures within the existing right-of-way.

TRANSIT AND OTHER MODES TERMINOLOGY

At-Grade Crossing: A railroad track crossing at street level.

Blue Line: The designated name for the LRT line from Los Angeles to Pasadena.

Bus Electrification: The conversion of diesel powered buses to electric power, with the electric power supplied to the buses by electric cables suspended on catenaries.

Bus-only Lanes: Traffic lanes designated specifically for the use of buses only, typically during specific times of day.

Class I Bicycle Parking Facility: For long term parking, includes bicycle storage lockers, check-in facilities, monitored parking, and other forms of parking that protects the entire bicycle and components against theft.

Dial-A-Ride Service: A special on demand transit shuttle service provided for the elderly and disabled.

Fare Free Zone: An area of transit service where people can travel on public transportation for free.

Fixed-Route Bus Service: Typical bus service that travels the same route during service periods.

Guaranteed Ride Home: A service provided to people who carpool/vanpool, to provide rides home due to changes in schedule.

HOV: High Occupancy Vehicle, a vehicle that is transporting several people or a group of people, such as a bus or a carpool.

HOV Facilities: Roadways or lanes specifically designated for the use of HOVs.

Inter-Modal Transportation Center: A place for interaction between users of several modes of transportation.

LRT: Light Rail Transit, a fixed railway system of mass transportation.

Mode: In transportation, refers to the type of transportation used, such as auto, bus, bike, walking, etc....

Multi-Modal: Utilizing different types of transportation like auto, bus, bicycle, walking, etc..., to move from one place to other.

Non-Fixed Route Bus Service: Bus service that changes travels routes to accommodate special travel needs.

Rideshare (carpool): Auto trips that carry more than two people from home to work.

Staggered Work Hours: A method to reduce traffic congestion during the peak rush hours, by staggering the work start time for employees.

Subscription Bus Service: Charter buses hired by employers to provide employees with transit service.

TDM: Transportation Demand Management, a method to reduce traffic congestion by means other than roadway improvements, such as transit, staggered work hours, telecommuting, etc....

Telecommuting: Working at home, through the use of a computer or other means, to avoid traveling to work during peak congestion periods.

TMA: Transportation Management Association, a parent organization of TMOs, used to monitor and coordinate TMOs throughout the City.

TMO: Transportation Management Organization, an organization of an employer or groups of employers to facilitate the use of TDM measures to reduce traffic.

Transit Circulators: Shuttle buses that provide connections from residential areas to activity centers and other destinations.

Transit Feeders: Shuttle buses that will connect residential areas to the Blue Line Station locations.

TRO: Trip Reduction Ordinance, an ordinance established to have employers reduce the amount of traffic through use of TDM measures.

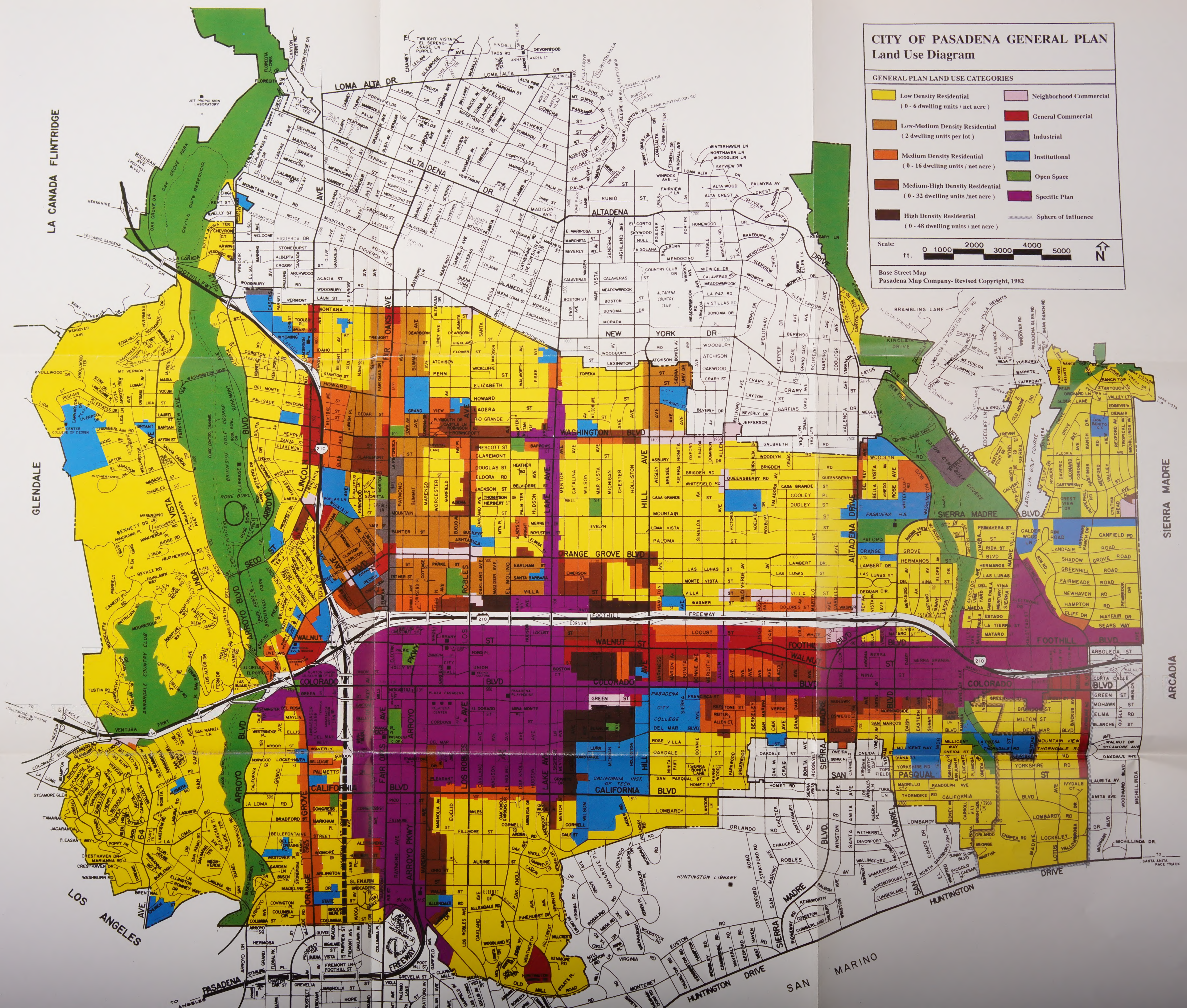
CITY OF PASADENA GENERAL PLAN Land Use Diagram

GENERAL PLAN LAND USE CATEGORIES

- | | |
|---|-------------------------|
| Low Density Residential
(0 - 6 dwelling units / net acre) | Neighborhood Commercial |
| Low-Medium Density Residential
(2 dwelling units per lot) | General Commercial |
| Medium Density Residential
(0 - 16 dwelling units / net acre) | Industrial |
| Medium-High Density Residential
(0 - 32 dwelling units / net acre) | Institutional |
| High Density Residential
(0 - 48 dwelling units / net acre) | Open Space |
| | Specific Plan |
| | Sphere of Influence |

Scale: 0 1000 2000 3000 4000 5000 ft.

Base Street Map
Pasadena Map Company- Revised Copyright, 1982





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